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The Chronicle.

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THE BANKS AND THE FUNDING PROCESS.

Some changes have been made in the funding arrangements of Mr. Boutwell which appear to give satisfaction to the financial firms whose more active co-operation was desirable. The result has been to stimulate subscriptions, and to make the success of the negotiation certain. The funding process has also been accelerated by the continued ease of the money market, and by the certainty that no more of our Government fives can be had on such good terms as those now offering. There are some rumors of approaching activity in the money market; and a few of the speculative cliques are said to be preparing to lock up greenbacks with a view to take advantage of the April drain of currency and deposits to the interior. These rumors do not seem, however, to disturb confidence or to embarrass the movements of Mr. Boutwell and his agents. The sudden rise in government bonds on Thursday, with other movements at the Stock Exchange, afford conclusive evidence of the small weight attached to the prognostications of coming trouble.

Some of the banks have taken the opportunity of this improved aspect of affairs to urge Mr. Boutwell to allow the six per cent Currency Bonds, granted to the Pacific railroads, to be deposited as security for currency with the Department at Washington. There are a large number of new banks

organizing, and the demand for the currency sixes would be much increased if the compliance of Mr. Boutwell could be secured. In anticipation of success the price has been run up 2 per cent; which is an easy process, as these bonds are in few hands, and the floating aggregate is small. The whole issue to all the roads amounts but to \$64,618,832. Of this sum the banks have deposited at Washington \$18,499,000, Savings banks and Trust Companies hold some 27 millions, and capitalists hold for permanent investment 10 or 12 millions. Hence there are not more of these bonds afloat than 8 or 9 millions. This sum is so small that Mr. Boutwell has not seen it desirable to change the rule of the Department. The public and the majority of the banks acquiesce in the decision.

Those who hold the bonds, however, have published a pamphlet which has had a wide circulation, and contends that Mr. Boutwell, by the terms of the currency law, is bound to accept from the banks any and all registered government bonds as security for bank circulation, and that by the cessation of his late controversy with the Pacific roads relative to the interest, he cannot discriminate against these subsidy bonds, but must accept them on just the same terms as Five-Twenties or Ten-Forties. To this Mr. Boutwell replies that the argument misrepresents both the intent of the law and the settlement with the Pacific Railroads. The Currency law intended to create a market for the war debt of the government. The Pacific bonds form no part of that war debt. And the amount is so insignificant as not to justify any exception in their favor, especially as the parties to be benefited are banks whose privileges in regard to circulation should not be extended unless in view of some great public benefit. As to the Pacific Railroads, the recent settlement simply decided that the government had chosen the wrong remedy, and had acted contrary to law in withholding the sums due the companies on account of transportation. Several questions as to ultimate payment of principal and interest remain in abeyance, and appear likely to be adjusted hereafter very satisfactorily by the government transportation being more fully made to pass over these roads so as to cover all the interest and more.

Still it must be conceded to these banks that section four of the National Currency Act declares that the term "United States bonds" as used in said act "shall be construed to mean all registered bonds now issued, or that may hereafter be issued, on the faith of the United States, by the Secretary of the Treasury in pursuance of law;" that section five of the act of July 1, 1862, to aid in the construction of the Pacific Railroad, directs the Secretary of the Treasury upon certain conditions to issue to the company constructing said road "bonds of the United States;" and that on comparing the bonds so issued with other bonds of the United States, concerning which there is no question, we find the indebtedness

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of the United States acknowledged and their obligations to pay certain sums of money upon certain conditions, expressed in the same words in both classes of bonds, attested in both cases by the seal of the Treasury Department, and by the signature of the Register of the Treasury. Still all this being conceded, the question arises why did not the National banks buy these bonds when they were first issued, and were selling at very low prices? The answer Mr. Boutwell gives is that these are "currency" bonds and not "gold" bonds. They are not redeemable in gold. They run for a quarter of a century, and are therefore subject to such vicissitudes as may at any time prior to their maturity depreciate our irredeemable currency. These bonds lack the fundamental characteristic of the war debt which is all payable in specie, and Congress never designed, nor could it safely be designed, that any but specie bonds payable interest and principal in coin, should ever be used as a foundation for our bank currency.

To this the banks reply that these currency bonds sell for more than the Five-Twenties, and are really worth more than the gold bonds. Their argument is as follows:

Taking the new 5 per cent "funded bonds" at par in gold as a standard, and supposing them to run for 27 years, then by Price's tables I find that a 27-year six per cent bond is worth 114 $\frac{1}{2}$ in gold; to this add the gold premium on the 114 $\frac{1}{2}$, and it is shown that the sixes are worth 127 $\frac{1}{2}$ in currency. Now, deduct a fair estimate for the premium on the gold interest which will be received annually on the five per cent bonds from now until specie payments are resumed, and the balance will be the true currency value of the currency sixes. I estimate thus, supposing gold to be at an average of 10 per cent premium for the whole 27 years. Then the holder of a \$1,000 5 per cent bond gets \$55 in currency per annum, and the holder of a currency six gets \$60. This calculation is on the basis that no resumption of specie payments is to take place, and it is giving the worst possible aspect to the currency sixes. If resumption takes place in a few years, the sixes are worth at least 14 per cent more than the fives, or 124 in currency.

This argument proves that the bonds are good; but it does not meet Mr. Boutwell's argument about the coin basis. For the time, therefore, the controversy is suspended. It may be expected to come up in another form however, as the banks say they intend to submit their claims to the adjudication of the courts.

The banks are so few, however, which are agitating this question, that it is regarded as of subordinate importance, and it does not in the least degree threaten the hearty co-operation of these institutions with Mr. Boutwell in disposing of the new loan, or in any of his negotiations of a like character in the early future.

A NEW PACIFIC RAILROAD.

Some interest has been excited in Wall street by the announcement of the Canadian Inter-oceanic Railroad. Encouraged by the growing prosperity and rapid success of our Pacific Railroad connecting the Atlantic seaboard with San Francisco and the Orient, some British capitalists long ago projected a line to pass from sea to sea through British territory, from Halifax to Vancouver's Island. The scheme has been in abeyance; but on Wednesday, at Ottawa, Sir George E. Cartier, on the part of the Canadian Government, proposed in the House of Commons that any company undertaking the construction of the road shall be aided with \$1,500,000 a year. This new Pacific Railroad enterprise having thus been formally adopted by the Government of the Dominion, doubtless with the sanction of the Imperial Government at home, it only requires that a dividend of 5 per cent a year should be guaranteed on the whole capital; and the 130 millions of dollars which the road will cost could doubtless be easily raised in England. To this guarantee there is considerable opposition by the advocates of light taxation; and the subject has further complications by being connected with the rather unpopular measures for the immediate admission of British Columbia as an integral part of the Canadian

Confederation. In the unsatisfactory state of the finances of the Dominion the opposition is very active, but its success is doubtful.

The railway will be 2,500 miles long. It is to be begun in 1873 and finished by 1881. The work is to go on simultaneously at both ends. By the new route British Columbia is to be connected with the Canadian railways by a road which will give England a short path to India and China over her own territory and subject to her exclusive control.

The route has not been fully surveyed as yet; but its general direction is along the 50th parallel, our Southern Pacific road taking the 32d parallel, the Northern Pacific the 46th, and our Great Central Pacific route the 41st parallel. The new Canada Pacific is to start from Bute Inlet, opposite Vancouver's Island, and to terminate at Lake Nipigon, to the northwest of Lake Superior. At Bute Inlet the harbor accommodation is very good. Crossing the Cascade mountains at the Tete Jaune pass, at a low elevation, the new road is to descend in easy grades down the gradual slope of the Saskatchewan Valley to Manitoba. This is the district formerly known as Prince Rupert's land, surrendered by the Hudson's Bay Company last year, but not at once ceded to the Dominion. The population in 1869 of the whole territory comprised in British Columbia and Manitoba was reported at 28,405 persons. Their total commerce in 1865 was £228,591, in 1866 £202,448, in 1867 £111,796, in 1868 £112,699, in 1869 £152,926. In 1870 the commerce was about £280,000, while the population is estimated at 45,000. It is easy to see that in such a sparse undeveloped region the local traffic for years to come must be extremely small. Much reliance is placed on the large land grant, and the income therefrom will be considerable, though in so high a latitude the temptation to emigrants will be much less than in our own sunnier and more inviting lands. The through traffic, as experience shows, will yield very small net earnings towards paying the guaranteed 5 per cent on the outlay. As the road will therefore be a dead weight on the Canadian Treasury of six and a half millions of dollars a year, at least, it is not difficult to see the ground of the vehement opposition the scheme is meeting from a few economists in the Canadian legislature.

There are rumors, however, that the Imperial Treasury will in some way interpose, and the railroads of British India show that England is prepared to make great sacrifices to secure in any contingency a free development and an uncontrolled communication for her oriental customers and her Indian possessions. As a great military road the British Pacific offers advantages which cannot be overestimated for the consolidation and unification of the Colonies. At present our Central Pacific road offers the only swift route through an English-speaking country to the ports of the western coasts of this Continent; while the Panama Railroad offers similar facilities to the ports of South America. The Asiatic ports of Russia, the newly opened ports of Japan and China, the Sandwich Islands, the Spice Islands, New Zealand and Australia, are all developing a new active trade with this country and with Europe. Still the through freight will cost heavily on this long English railroad, and will seek other less costly and established routes. Travel and express freight may, perhaps, be attracted from the better known routes to the new British road. But it is uncertain. There is every reason to believe that the ten years in which this road is to be finished will make New York the undisputed master of European, and San Francisco of Asiatic communication over this Continent.

Moreover, England will find the Suez route to India, whether by railroad or canal, both cheaper and quicker than her proposed Inter-oceanic Railway. The Cape of Good

Hope route will be cheaper, if not quicker. From England to China the time by way of Suez may be less, but the cost higher. To Japan and New Zealand the route over some part of this continent will be much the quickest, as also to the Pacific ports, from Sitka in the north to Valparaiso in the south. But before this road is opened, travel will have become so accustomed to move in our channels of transportation as to be loath to leave them. "Trade loves its old grooves," as we are told, and we should not have attracted to our new American routes so much of the through traffic with the Orient, but for the disturbance of the old routes of travel, by the gold discoveries, the Crimean war, the Indian mutiny, the troubles in Egypt, the Suez Canal, the Mont Cenis summit and tunnel railways, the wars and rumors of war in Continental Europe, and finally by the disturbance of the old Marseilles line of packet steamers and their transfer to Brindisi on the Adriatic, whence steamers can find a much shorter line of voyage to Alexandria than from Marseilles. So great a revolution has not had its analogy in the changes of the grand routes of commerce since the taking of Constantinople by the Turks and the discovery of the Cape of Good Hope by Vasco Di Gama. Our Pacific Railroad was not constructed a year too soon, to enable it to attract over our territory the rich oriental commerce thus disturbed from its old channels. When the quietude has been re-established and trade has become established in its settled grooves, it will not be so responsive to new impulses or so susceptible of new directions.

STEAM POWER FOR THE CANALS.

A bill is now pending in the Legislature at Albany which seeks the accomplishment of important practical results, and which, with the modification of certain objectionable features, should become a law without unnecessary delay. Its object is to encourage the invention of some practical means of applying steam power to the movement of canal tonnage, and to this end it authorizes the State Treasurer to pay the sum of one hundred thousand dollars to the owner of any patented plan by which canal-boats may be propelled by steam, caloric or electric power without injury to the banks of the canal. In order that the relative practicability and economy of the different plans may be intelligently decided upon, it is further provided that, during the month of June next, persons owning such inventions shall each be invited to place upon the canal a boat to be propelled by machinery, and submit the same to an examination by a commission consisting of Messrs. George B. McClellan, E. S. Prossner, Van R. Richmond, George Geddes, W. S. Nelson, and others, who shall require all boats submitted to them to make, in their presence, a trial of at least twenty miles, and as much further as they may consider necessary. The conditions to be complied with are as follows: *First*, the boats must make an average speed of three miles an hour, without producing waves great enough to wash the banks; *second*, when making the trial trip each boat must carry one hundred and fifty tons of freight; *third*, each boat must be capable of backing as well as moving forward; *fourth*, all inventions will be subjected to a competitive test, and each commended in proportion to its simplicity, economy, durability, the amount of tonnage surrendered to machinery, and the inconvenience its adoption would occasion to commerce.

The importance of this bill consists in the fact that it recognizes the importance of substituting steam for horse power in the movement of canal tonnage, and offers an opportunity for the practical trial of all plans now urged by inventors upon the attention of the business community, under circumstances that would secure for the best system the official approval which is needed to gain for it the confidence of

capitalists who may be invited to assist in organizing a company for its practical application to the movement of the canal traffic. There are, however, several objections to it in its present form, the chief among which is found in the fact that it proceeds upon a total misconception of the conditions which are really indispensable to the successful application of mechanical power to the movement of the tonnage of the canals. From a long study of, and a somewhat intimate acquaintance with the subject, we are convinced that what is needed is not steam propulsion but steam traction; in other words, not some ingenious device by which each boat can be made self-propelling, but some form of tug which can draw a train of boats, say five or six, at an average speed of from three to five miles an hour. This is the problem which must be solved, and until its solution is reached it will not be possible to dispense with those relics of antiquity, the tow-path, the mule team and the driver.

The condition under which steam is to be applied to the movement of canal freights are, and must ever remain, the same as those under which it is applied to the movement of railroad freights—namely, the largest possible traction power with the smallest possible consumption of fuel. It will be readily understood by any one even superficially acquainted with the subject of railroad transportation, that if it were necessary to apply power to the movement of each freight car separately, the cost of carrying freights would be increased ten, and in some instances twenty-fold. Not only would each car have a reduced capacity in proportion to the space occupied by its machinery, but each would require a skilled engineer to manage it; and the wages of the engineer, together with the consumption of fuel and oil, and the wear and tear of machinery, would necessitate so great a charge per ton per mile on the freights carried in it, that cartage over common roads would be found cheaper, even for long distances. Much the same results would attend an experiment with propelling machinery on the canals, if each boat were to be made to run by a power of its own, however ingenious the method of its application.

Again, the canal is now fully equipped with tonnage. If any such plan should be adopted, all this must be changed. To build new self-propelling boats to take the place of those now engaged in the movement of canal freights, or to rebuild this immense fleet of barges to admit of the introduction of steam machinery into each, would scarcely be considered practicable; and yet one or the other must be done if steam is to be generally applied on any such principle. But even supposing this original obstacle overcome, is it probable that the increase in speed would so far offset the increased cost of canal freights as to enable the shippers to compete successfully with the railroad companies? Experience has demonstrated to the contrary. It will be remembered that the application of steam to the movement of canal tonnage, on a plan conforming to the conditions of the bill above mentioned, was thoroughly tried on the Erie canal some twelve years ago, and finally abandoned as impracticable. For the propulsion of separate boats nothing better than the common screw is needed, since it meets all the requisite conditions, and is quite as economical as any other method. Some twelve or fifteen years ago a number of capitalists, prominently connected with canal business, undertook the construction of several splendid propellers, built with especial reference to the transportation of grain freights, and the question of steam power on the canal was considered solved. In one sense it was. The boats were in all respects adapted to the business for which they were designed, and there was no lack of freights to employ their full carrying capacity; but after a long trial they were finally withdrawn from the canal as unprofitable, for the simple rea-

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son that they could not carry freights as cheaply as they could be carried in boats moved by the primitive horse power. There is, certainly, no good reason for repeating this experiment, for the same results would be reached now as then. As we have before said, what is needed is simply steam traction, which will provide for the movement of canal tonnage, as we find it, without necessitating costly alterations in the barges now engaged in this business, and which will increase the speed of canal navigation while proportionately diminishing its cost. Until this can be furnished no attempt to apply steam will be successful.

We heartily approve of a formal recognition by the State of the necessity for some improvement in the present system of canal traction, and of the appointment of a commission of experts to examine and report upon the practicability of the various plans suggested by ambitious inventors; but to authorize the payment of a State bounty for a device for propelling single boats, would be a waste of money and could only be excused by a plea of ignorance on the part of the Legislature as to the true nature of the difficult mechanical problem for which a solution is sought.

POSITION AND PROSPECTS OF BREADSTUFFS.

When the surrender of Paris was announced, and the termination of the war between France and Prussia became probable, we took occasion, in view of the anticipations which were entertained respecting the effect to be produced upon the markets for Breadstuffs by the restoration of peace, to utter a word of caution to operators both here and at the West. How entirely those suggestions have been justified, will be understood from the fact that prices at any time since, have not been as high as they were then, although favored by smaller stocks here, reduced receipts at the lake ports (we refer in this more particularly to Flour and Wheat), an unusually large export demand for Flour, some decline in ocean freights, a strong speculative feeling, and an easy money market;—a combination of circumstances sufficient, one would suppose, to have caused a material advance in prices. But the fact was, prices were already high. The increased export demand for our Flour and Wheat, which was caused by the war on the Continent, began early in April, 1870, and ceased in March, 1871, lasting about eleven months, and effecting in its progress a considerable reduction in the surplus stocks which we held one year ago, and producing a marked advance in prices, a comparison of which may now be advantageous:

	March 29, '71.	March 27, '70.
Flour..... Shipping Extras, per bbl.....	\$6 65@\$6 80	\$4 65@\$4 85
Superfine.....	6 10@ 6 50	4 40@ 4 65
Wheat..... New Spring, No. 2, per bushel.....	7 00@ 9 00	5 00@ 8 50
Corn..... New Western Mixed.....	1 56@ 1 58	1 10@ 1 14
Rye..... New Amber Winter.....	1 67@ 1 70	1 25@ 1 28
Oats..... New Western Yellow.....	82@ 84	95@ 1 05
Barley..... New.....	84@ 85	1 02@ 1 05
Wheat..... Western, New.....	1 12@ 1 20	93@ 1 00
Wheat..... Ohio and State.....	61@ 71	58@ 62
Barley..... State.....	95@ 1 05	80@ 95
Barley..... Canadian.....	1 19@ 1 22	1 00@ 1 10

These figures show an advance in Flour and Wheat of more than forty per cent, and some improvement in all the coarse grains except Corn, the position of which is changed from scarcity to a full supply. At the same time the average price of English Wheat has risen from 40s. 6d. to 53s. 11d., an advance of about thirty-five per cent. This large advance has been so gradually made, and attended with such frequent and sharp fluctuations, that it will doubtless occasion surprise to many who have given the matter close attention. Is it likely to be maintained? is a question which, in view of the approach of the resumption of inland navigation, is exciting no little attention.

It is to be regretted that the statistics of the movement of our Breadstuffs are not more completely and accurately kept. Those of New York and Boston, and of the lake ports, are; but those of such important markets as Baltimore and Phila-

delpia are not considered of sufficient importance by the commercial journals of those cities to require more than a partial record. We have endeavored to supply previous deficiencies in the annexed table of receipts, but have not been able to extend it further back than to January 1st:

RECEIPTS OF FLOUR AND GRAIN AT THE PRINCIPAL RECEIVING MARKETS FOR THE WEEK ENDING MARCH 25TH :

At	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Chicago.....	21,122	39,973	155,869	46,914	12,727	3,733
Milwaukee.....	7,329	27,283	2,590	7,514	2,069	2,243
St. Louis.....	21,678	118,717	121,738	95,963	6,740	3,088
Toledo.....	6,590	25,285	67,180	19,201	800	...
Detroit.....	9,256	17,668	19,143	17,854	4,036	...
Cleveland.....	5,010	17,880	10,150	9,750	1,600	...
Toronto.....	1,000	880	...	870	6,358	...
Total for week....	71,975	247,606	376,620	198,166	34,330	9,084
Previous week....	76,684	247,774	296,195	168,223	30,912	9,839
Cor. week in 1870....	92,848	206,253	292,449	77,770	49,588	10,325
Since January 1....	878,144	4,601,878	5,654,239	1,985,508	629,458	214,873
Same time 1870....	1,159,051	4,791,888	3,517,517	1,821,242	411,181	170,429

As for our exports, statistics are even more incomplete. They seem to indicate an increased export from the Atlantic seaports to the extent of nearly two hundred thousand barrels—say about 800,000 bbls. this year against 600,000 bbls. last year; an increase which, taken in connection with a falling off in the receipts of nearly three hundred thousand barrels, as indicated above, is a very formidable one. In fact, it would appear that the receipts have exceeded the exports in twelve weeks only about 78,000 bbls., so that the country has been subsisting through the winter almost entirely upon the stocks in store and the production of local millers. But the favorable aspect of this statement has many qualifications. Stocks of Flour were everywhere large on the first of January, and that millers have been busy is demonstrated by the fact that the visible supply of Wheat has fallen off more than two millions of bushels, in the face of receipts nearly as large this year as last, with no increase in the export. Two million bushels of Wheat will make four hundred thousand barrels of Flour, and with stocks two hundred thousand barrels greater on the seaboard in January, 1871, than in January, 1870, it must be evident that no scarcity of Flour can exist. Besides the higher prices of Flour and the relative cheapness of Corn Meal, tend to reduce the consumption of Flour in our own and other markets.

As regards Wheat, it may be fairly estimated that the visible supply at this time is about 8,700,000 bushels against about 10,200,000 bushels one year ago. But the wheat trade for April, 1871, opens under far different auspices than that of April, 1870. Then the Continent came into our market with peremptory orders, and although the demand was no doubt stimulated by the low prices current, a moderate advance in prices did not check the movement; now, there is little demand, except from Great Britain and on orders within strict limits. Then freights were low; the English steamers took out hundreds of thousands of bushels of Wheat at 3@3½d. per bushel; it was only a combination among them that raised the rate to 4d.; now, with Corn competing for room, the rates are nearly doubled. Receipts are at present as large as then. The time has arrived when the receipts usually increase, and when a large outward movement, to prevent an increase of (if not to reduce) stocks in store becomes inevitable. Stocks in the leading British markets have become considerably reduced by the call upon them from the Continent, but it must be remembered that this call has now nearly ceased, and that even the present reduced stocks about equal the average of former years. With respect to the probability of a revival of this Continental demand, indications are very uncertain. There was, of course, great waste and destruction during the progress of the Franco-German war, and undoubtedly the sowing of fall grain was much interfered with. Besides, the crops of 1869 were in many parts deficient, so that no great surplus was carried over. There is still a small demand from Spain. On the

whole, then, the situation in France, Germany and Belgium would seem to indicate that a call upon Great Britain and the United States, to meet a deficiency, will be necessary, but of course so long as the present disorganization in France continues shipments to that quarter must be held in check. And may it not prove that the means of buying have been largely swept away by the same causes which seem to have made buying necessary? The revolutionary proceedings in Paris have greatly impaired the credit of France and her people; industrial pursuits have been crippled by the war, and all legitimate sources of income diminished. Vast quantities of food have already been shipped to French markets, and when these shall be exhausted spring will be well advanced. Hence there can be no certain reliance placed upon the renewal of any considerable demand from the Continent; and, under these circumstances, unless there is strong evidence of a short crop this season in Great Britain, the

West may be considered fortunate if its surplus for the remainder of the crop year can be disposed of without incurring any considerable reduction in values.

In the coarser grains, the situation may be regarded as more favorable to holders. The partial failure of the last hay crop has led to an increased demand for grain for feeding purposes. Corn, though in large supply, moves off very freely, both for export and consumption. It is relatively much cheaper than any other cereal. Not only does Great Britain want a large and steady supply, but the Eastern and Middle States have a great deficiency to be made good. Oats and Barley, though showing a full yield and liberal stocks, appear to be much wanted, and the comparatively high prices which Oats are bringing, seem to be no impediment to their sale, while the use of Barley for malting exceeds all previous experience.

RAILROADS OF THE STATE OF NEW YORK.

Below will be found a statement of the stocks, bonds and debts, cost, earnings, dividends, &c., for the year ending September 30, 1870, of the Railroads, in whole or in part, in New York State, compiled from the Annual Reports of the Companies to the State Engineer and Surveyor.

Railroads.	Capital account.			Length of track—Roads & Oper.			Gross earnings—Passenger Freight Other.			Expenses and rents.		Dividends—Am't. Rate.		
	Stock.	Bonds.	Debt.	Total.	Mat.	Branch'd.	equip't.	fed.	Passenger.	Freight.	Other.	\$.	% p. c.	
Adirondack.	3,763,000	920,000	1,726,923	6,459,923	49' 00"	1' 00	2,881,913	49' 00"	19,296	46,471	1,557	67,324	42,208	18,116
Albany & Susquehanna.	3,067,800	4,154,925	414,921	7,627,645	142' 00"	19' 37"	7,701,036	164' 00"	305,842	511,008	63,859	880,704	800,821	79,883
Albany & Vermont.	600,000			600,000	12' 00"									36,000
Albany & West Stockbridge.				(Now consolidated in Boston and Albany.)										6
Atlantic & Great Western.				(Not reported.)										
Avon, Genesee & Mt. Morris.	194,250	20,000		214,250			0' 50"	217,743	15' 50"	18,120	5,537	5,537	11,450	5,036
Black River & Worcester.	128,216			128,216	12' 00"				128,694					
Black Rock & Woodhull.	10,500			115	30,915	10' 50"	0' 25	10,208	10' 50"					
Blodgett & Cornings.				15,633	265,685	15' 54"	5' 41"	52,346						5
Boston & Albany.	19,150,900	1,798,530	47,000	21,941,330	200' 40"	49' 68"	88' 60"	21,938,626	269' 63	2,188,192	3,265,482	331,813	5,765,967	3,955,673
Boston, Hartford & Erie.				(Not reported.)			112' 50"	50' 00"	28' 31"	172' 50"	447,524	419	479,732	359,783
Buffalo, Bradford & Pittsb'g.	2,286,000	385,500		2,371,500	26' 00"		2' 00"	2,869,300						
Buffalo, Corry & Pittsb'g.	438,717	700,000	443,664	450,000			4' 00"	45,000	43' 20"	86,416	19,841	264,306	158,808	78,008
Buffalo & Erie.				(Now consolidated in Lake Shore and Michigan in Southern.)										
Buffalo, Corry & Erie.	950,000	2,288,000		3,338,000	142' 00"		14' 20"	3,833,000						
Buffalo & Washington.	498,552			107,655	606,207	16' 08"	1' 00"	631,221	16' 08"	28,643	29,294	1,518	45,455	10,610
Carthage, Water & Sack's H.	60,431			9,431	69,862				28,776					
Cayuga & Susquehanna.	589,110			339,110	34' 61"		5' 50"	589,111						
Cazenovia & Canastota.	291,164	300,000		481,164	15' 00"		0' 50"	473,769						
Chemung.				330,000	13' 00"		1' 00"	440,000						
Chow Ridges.	95,000			2,891	152,591	4' 23"	0' 00"	150,000		457	10,726	100	10,588	13,524
Clinton Valley & Albany.	275,000	300,000	10,000	585,000	20' 91"	0' 84"	60,000							
Cooperstown & Susq. Valley.	307,383	100,000	28,606	435,989	16' 00"	1' 00"	0' 25"	447,524	17' 00"	21,216	18,628	2,902	42,146	26,689
Dunkirk, Warren & Pittsburg.	468,000	273,000	25,000	766,000										
Duchess & Columbia.	1,458,470	1,500,000	500,000	3,478,940	5' 50"									15,457
Elmira, Jeff's & Canandago.	500,000			500,000	46' 84"		2' 89"	590,000						
Elmira & Williamsport.	1,000,000	1,620,000		2,630,000	78' 00"			14,000	2,620,000	78' 00"				
Erie.														
Erie & Genesee Valley.	88,536,910	28,386,300		106,935,210	459' 00"	151' 25"	88' 75"	73,945,587	845' 00"	21,366,277	11,285,289	1,187,184	16,179,361	14,824,860
Erie & New England.	68,330							41,024						66,500
Far Rockaway Branch.	75,000			150,000	6' 00"				95,173					
Flushing & North Side.	291,000	825,000		1,026,000	11' 00"				594,335					
Glen's Falls.	96,639	125,000		221,839	5' 79"		0' 07"	221,839						
Goshen & Deckertown.	104,284	226,500	51,500	346,284	11' 64"		0' 26"	346,284	11' 64"	4,767	24,280	1,308	30,355	20,306
Greenwich & Johnsonville.	126,300			10,000	266,370	14' 00"	0' 26"	252,484						10,049
Harien Extension.	4,000,000	4,000,000		8,004,500	114' 00"	2' 00"		8,039,500	116' 00"	66,084	122,020	5,561	198,619	228,488
Hempstead & Rockaway.	50,000	100,000		150,000	5' 50"			150,000						
Hudson & Boston.	175,000				175,000	17' 88"	4' 00"	203,086	17' 33"					
Hudson & Mohawk.														
Hudson, Mohawk & Susq. So.	34,938,000	22,001,000	1,573,311	58,512,515	942' 25"	118' 88"	95' 45"	62,804,745	1061' 00"	8,425,236	8,306,254	689,683	13,171,283	8,288,965
Lebanon Springs.														10
Long Island.	3,000,000	1,500,000	240,000	4,740,000	98' 00"	60' 00"	15' 00"	5,016,402	158' 00"	391,412	296,447	63,615	751,474	612,187
Middlebury & Schoharie.	85,000	16,000	600	101,600	5' 75"	0' 75"	0' 75"	101,000	6' 50"	6,482	3,260	1,796	11,544	9,316
Middletown & Crawford.	84,537		10,151	94,688										
Montgomery & Wat Gap.	150,060	225,000	56,850	391,904	13' 00"		0' 50"	351,883	13' 00"	10,725	21,725	16,704	46,704	32,043
Montgomery & Erie.	405,527	177,000	4,530	538,517	10' 26"		0' 60"	288,565	10' 26"	13,108	27,047	4,148	26,286	14,365
Montreal & Plattsburgh.	1,000,000			1,000,000	23' 00"									
N.Y. Central & Hudson Riv.	99,428,830	13,661,807	1,167	103,111,304	541' 57"	296' 00"	640' 61"	69,722,501	937' 73"	6,738,592	14,488,216	1,183,511	22,363,319	14,297,065
N.Y. Central & Hudson & Wat Gap.	221,700	141,500	33,400	396,300	5' 11"			394,068	5' 11"	Under constn.	length 39' 55 m.	16,354	13,443	Loss.
New York & Harlem.	8,000,000	5,701,840		13,701,840	130' 75"	2' 12"	4' 25"	15,75	13,763,272	158' 00"	10,048,881	1,288,688	371,502	17,709,077
New York & New Haven.	6,750,000	1,061,500		7,811,300	62' 29"			67,12	8,320,665	76' 71	7,151,541	145,060	131,363	2,261,967
New York & Oswego Midland.	1,916,800			25,250	3,874,750	132' 00"	4' 00"	7,542,638	7' 04"	8,315,648	147' 00"	16,470	16,709	16,709
Niagara River & Erie.	1,000,000			1,000,000	23' 00"									
North Shore (L. I.).	188,445			334,445	8' 00"									
Northern of New Jersey.	1,000,000	400,000		1,400,000	21' 25"		4' 50"	27,452						
Nyack & Northern.	53,925	100,000	40,683	198,639	4' 33"			143,674						
Ogdensburg & L. Champlain.	5,061,500	529,800	101,464	5,883,064	118' 00"	4' 00"	18' 00"	5,765,779	12' 00"	162,394	86,217	20,802	1,041,413	646,483
Oswego & Rome.	300,000			300,000	28' 26"									
Poughkeepsie & Eastern.	483,374	100,000		500,000	45' 26"	9' 04"	0' 94"	1,641,531	52' 97"	1,641,531	52' 97"	16,470	16,470	16,470
Rensselaer & Saratoga.	6,000,000	1,625,000		176,000	750' 17"	2' 26"		7,542,638	19' 04"	833,636	884,567	132,948	1,656,169	1,068,824
Rochester & Genesee Valley.	557,560	70,000	5,000	632,560	18' 45"		1' 75"	671,903						
Rome, Watertown & Ogdens.	2,997,800	1,442,724	333	4,440,893	141' 41"	49' 53"	20' 13"	4,000,000	218' 63	570,277	735,716	78,950	1,324,948	849,672
Rondout & Oswego.	1,256,986	12,000	7,603	1,276,539	33' 08"			1,106,473	33' 08"	8,891	11,771	20,662	3,384	17,378
Schenectady & Utica.	300,000	40,000		300,000	21' 00"			1,57	484,100					
Schenectady & Susquehanna.				235,665	300,295				282,145					
Schoharie Valley.	69,900	55,000		90,125	120,500	4' 38"	0' 30"	90,143	5' 25"					
Skenate.	77,800	35,000	383	113,165	5' 00"		0' 50"	103,095	5' 00"	10,532	14,513	5,038	30,108	16,419
Sodus Bay & Southern.	32,227			32,227										
Southern Central.	1,681,303	547,000		512,208	2,791,011	68' 00"	3' 62"	2,709,434	68' 00"	33,494	20,627	4,287	57,408	25,823
Southern Branch.	1,000		17,663	18,683	1' 00"			17,962						
Southern Side.	1,000,000	2,920,000		3,920,000	57' 00"	1' 25"	6' 00"	2,619,183	73' 25"	234,351	114,186	35,655	35,655	182,981
Spartanburg & F. Morris.	900,000			583	175,000	5' 11"	0' 63"	266,953	55' 00"	19,447	18,448	4,764,494	313,015	18,449
Staten Island.	700,000	200,000	40,000	940,000	18' 00"		0' 33"	370,286	18' 00"	4,751	20,243	50,015	27,756	22,259
Sterling Mountain.	30,000	350,000		430,000	7' 60"		1' 00"	502,468	7' 60"	1,179	48,896	50,015	27,756	22,259
Syracuse, Binghamton & N.Y.	1,670,180	1,695,325	15,783	3,879,738	81' 00"		1' 25"	3,707,684	81' 00"	174,399	544,128	25,500	744,022	434,110
Syracuse, Chenango Valley.														

—A new code for telegraphing, which is said to be very complete and to have met with much success in England, is now being introduced in this country by Francis B. Felt & Co., Publishers, No. 445 Broome street. This code is the invention of Major Frank Bolton, late instructor of army signalling at the school of engineering in England, and is very elaborate and claimed to be quite simple and easily understood, and so perfectly arranged as to save from 50 to 400 per cent of the regular cost of telegraphing by ordinary messages. Messrs. C. F. Varley, Cyrus W. Field and William Thompson state in regard to this code, that they have witnessed several trials of Bolton's system of coding messages, transmitted through the Atlantic cable, first by the Morse Alphabet in full, and then codified. The messages have been correctly transmitted, and the time occupied in doing so through the cable has shown a saving in favor of Bolton's Code, for messages of ordinary character, varying from 50 to 400 per cent according to the nature of the message.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks since the 23d of March, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Illinois—Vandalia.....	The Farmers' and Mechanics' Nat'l Bank.....	Ocean National Bank of New York and Manufacturers' National Bank of Chicago, approved.
Illinois—Aurora.....	The Union National Bank.....	The Second National Bank of Chicago, approved.
Illinois—Lanark.....	The First National Bank.....	The Ninth National Bank of New York and the Mechanics' National Bank of Chicago.
Minnesota—St. Peter.....	The First National Bank.....	The National Bank of Commerce of Chicago, approved.
Minnesota—Winona.....	The Whomo Deposit Nat'l Bank.....	The First National Bank of New York and Manufacturers' National Bank of Chicago, approved.
Connecticut—New London.....	The National Bank of Commerce.....	The National Revere Bank of Boston, approved in place of the Suffolk National Bank of Boston.
Illinois—Seneca.....	The First National Bank.....	The Manufacturers' National Bank of Chicago, approved.
Illinois—Chicago.....	The Fourth Nat'l Bank.....	The Third National Bank of New York, approved in place of the National Park Bank of New York.
Illinois—Monmouth.....	The Monmouth National Bank.....	The City National Bank of Chicago, approved in addition to the Third National Bank of New York.
Kentucky—Franklin.....	The First National Bank.....	The Third National Bank of New York.
Virginia—Petersburg.....	The Commercial National Bank.....	The Third National Bank of New York.

NEW NATIONAL BANKS.

The following is the only national bank organized during the week:

1,805—The Farmers' National Bank of Keithsburg, Ill. Authorized capital, \$50,000; paid in capital, \$50,000. Wm. Drury, President; C. S. Orth, Cashier. Authorized to commence business March 24, 1871.

LATEST MONETARY AND COMMERCIAL ENGLISH NEWS

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—MARCH 17.		EXCHANGE ON LONDON.			
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.....	short.	11.19 @ 11.19%	Mch. 17.	short.	11.84
Antwerp.....	3 months.	26.57@25.62%	"	25.84@25.37%	
Hamburg.....	"	13.10@13.11%	"	"	13.8%
Paris.....	"	26.62@25.70%	"	"	—
Paris.....	short.	26.15@25.28%	"	"	—
Vienna.....	8 months.	12.74@12.77%	"	3 mos.	122.70
Berlin.....	"	6.20@6.47%	"	"	6.23%
Frankfort.....	"	120@120@20%	"	short.	119%
Sz. Petersburg.....	"	30@30@30%	Mch. 14.	3 mos.	81%
Codiz.....	"	48@47%	"	"	—
Lisbon.....	90 days.	52@52@52%	"	"	—
Milan.....	3 months.	71.05 @ 27.10	"	"	—
Genoa.....	"	"	"	"	—
Naples.....	"	"	Mch. 17.	60 days.	109%
New York.....	"	"	Feb. 24.	90 days.	1 p. c. premium.
Jamaica.....	"	"	Mar. 10.	60 days.	17
Havana.....	"	"	Feb. 22.	"	24%
Rio de Janeiro.....	"	"	Feb. 26.	"	24%
Bahia.....	"	"	Jan. 31.	"	45@46%
Valparaiso.....	"	"	Feb. 28.	"	24@24%
Pernambuco.....	"	"	Feb. 22.	6 mos.	48. 4% d.
Singapore.....	60 days.	42. 5d.	Mch. 11.	"	1s. 11 3-16d.
Hong Kong.....	"	42. 5d.	"	"	—
Ceylon.....	"	4 p. c. dis.	Mch. 11.	"	1s. 11 3-16d.
Bombay.....	"	1s. 10 1/2 d.	"	"	—
Madras.....	"	"	Mch. 11.	"	1s. 11 3-16d.
Calcutta.....	"	"	Feb. 2.	30 days.	1 1/2 p. c. prem.
Sydney.....	"	% p. c. dis.			

[From our own correspondent.]

LONDON, Saturday, March 18.

After a protracted discussion the old army bill introduced by the Government has been read a second time. An amendment had been proposed, but at a late hour last night the leader of the opposition suggested that it should be withdrawn. Mr. Gladstone, however, insisted that it should be negative without a division; and although Col. Loyd Lindsay offered to withdraw it the Premier carried his point. The discussion, protracted as it has already been, has up to the present time been confined chiefly to the advantages and disadvantages of purchase. The advocates of the system contend that as the British army has done great things

with purchase, matters should remain as they are. The opponents of the system, while admitting that in the past the British officer has fought bravely, argue that he will be more efficient and equally brave with its abolition. So great has become the necessity of rendering these islands secure and proof against surprise, that it has been found imperative to remodel our whole military system, and in undertaking this, the Ministers of the Crown have found out that the system of purchase which prevails in nearly every regiment of the British army blocks the way to reform. The sanction of Parliament has therefore been found necessary to remove what the Ministers, and it must be added the majority of the country, consider to be an abuse. The British army, indeed, can scarcely be called, at the present moment, the army of the nation, although paid for by it. It is more the army of the officers who retire and change about almost as they please, and traffic in commissions with a desire for gain. If purchase is abolished, as it most certainly will be, (for if the Ministers are defeated in Parliament, they will make an appeal to the country, and will, in all probability, return with a large majority), the British army will be open to all young men who desire to make war a study, and to make themselves as proficient as a time of peace will allow in all the details of a campaign. There may be fewer of the monied class in it, but it is not money that is wanted, but brains and industry, for the wars of modern times are carried on by scientific rules, and not alone by bravery. The weapons of destruction now in use have altered materially the tactics of warfare, and it is with a desire of modernizing our system, and of keeping pace with the times, that the Ministers are urging upon the Crown the abolition of purchase. There can, indeed, be little doubt of the fact that the present Parliament will authorize the change. The leader of the opposition in the House of Commons, if leader he may now be called, has not opposed the proposed change, and only objects to the bill on the ground that it does not make enough soldiers. That, however, is a portion of the bill which can be amended in committee, and the number of our soldiers can be easily augmented if Parliament desires it. The object of the Government is to render our army both efficient and economical, and augment year by year the number of men trained to bear arms. One would think that after the slaughter of last year, we should remain at peace for the next few years, and if there should be any elements of success in the new bill, a marked change in our military position would by that time have been effected. The whole of our armaments are now being very largely increased and perfected, and our dock-yards and arsenals have not shown so much activity since the Crimean war. The tax-payer will be anxious to know how much all this will cost, and what will be his share of the burden. We shall know what the next income tax will be in the course of a few days.

The trade of the country is quiet, there being but little speculation in any department. Taken altogether, however, a firmer tone is apparent, and as the winter has almost, if not quite, passed away, an active trade in spring goods will soon be carried on. There have been large arrivals of cotton at Liverpool this week, but the market has improved and prices are higher. The export demand has considerably improved of late, and this year the shipments from Liverpool have been 153,848 bales, being double the quantity sent away in the corresponding period last year. Large quantities of cotton were sent here from Havre whilst the war was in progress, and as the mills in France are now being re-opened as quickly as circumstances will admit, a decided increase in the export movement must naturally be expected to take place. A telegram received from Havre, this week, mentions that a small supply—1,337 bales—of cotton was afloat from the United States to that port. This is a feature which one is glad to see, and it is to be hoped that it will be backed up by larger quantities, and be the means of giving employment to a large proportion of the French people. The following relates to the trade of Manchester:

Within the last two days this market has assumed a firmer tone, and buyers have found the tendency of prices going against them. Several circumstances have contributed to bring about this result. In the first place, confidence was pretty general that prices last week were upon the whole moderate, which caused producers to adhere rather firmly to their quotations, even in the absence of business. Then the large arrivals of cotton were counteracted in a great measure by spinners being tempted to buy cotton freely, owing to the choice afforded them by the large stock offered for sale; and again, so far as information has reached us this week, the receipts of cotton at the American ports have shown at last a decided falling off, which has given more confidence to holders. These causes, in conjunction with the satisfaction felt at no increase being made in the bank rate of interest, have combined to give a better tone to the market. The downward tendency of last week and the disposition which they prevailed to anticipate lower prices have been arrested, and in some departments of the market even an advance on last week's rates has been obtainable. This, however, is about all that can be said in favor of any improvement which has taken place, and the tone of the market to-day has certainly not been any better than it was yesterday. Buyers see no argument in the future to warrant them in paying any decided advance on the present scale of prices. Almost all foreign markets are well supplied with goods, and an advance in prices would place a serious obstacle in the way of getting rid

of shipments already sent out, and would probably involve merchants in heavy losses. Even as things are, it is very problematical whether recent shipments may not fail to realize profitable returns. In the afternoon the tone of the market became quieter. A fair business has been done yesterday and to day, but it can scarcely be said that an advance has been really established. Compared with late years, spinners are now doing well, but in many departments the profits which they are making are much exaggerated. During the present week good qualities of 40's mule in the bundle have been sold so low as 12½d. per lb., 40's plain cops at 11½d. per lb., 50's plain cops at 12½d. per lb., and 24's wiper twist at 1s. per lb. These may not be general market prices quoted, but sales of good yarn at such rates, and for fair quantities, have actually occurred during the week.

Annexed is a return showing the imports and exports of cotton into and from the United Kingdom, from September 1 to March 15, compared with the corresponding period last year:

	1870-1.	1869-70.
	Imports.	Exports.
American.....	1,288,839	167,335
Brazilian.....	91,169	97,392
East Indian.....	69,194	80,804
Egyptian.....	177,410	6,383
Miscellaneous.....	161,288	4,677
Total.....	2,475,761	535,010
	1,793,479	491,749

Annexed is a return showing the imports and exports of breadstuffs into and from the United Kingdom during last week, and since the commencement of the season, compared with the corresponding periods in 1869-70:

	FOR THE WEEK ENDING MARCH 11.	1870-71.	1869-70.
	Imports.	Exports.	Imports.
Wheat.....	cwt.	624,516	213,827
Barley.....		140,88	6,431
Oats.....		35,17	59,768
Peas.....		17,618	4,93
Beans.....		75,87	95
Indian corn.....		2,9,88	181
Flour.....		101,2,9	45,62
		45,62	45,62
		45,62	45,62

	SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).	1870-71.	1869-70.
	Wheat.	GWT. 17,518,771: 1670,0,0	24,880,214: 138,784
Barley.....	4,71,008	40,103	4,254,215
Oats.....	4,37,4,4	720,804	5,54,4,9
Peas.....	4,5,056	35,866	7,5,185
Beans.....	53,534	7,012	1,21,203
Indian corn.....	8,5,264	55,436	11,3,426
Flour.....	2,497,624	1303,863	3,68,823
	93,324	2,219,250	10,333

For the corresponding periods in 1868-69 the figures were as under:

	Imports.	Exports.	
For the week.	Since Sept. 1.	For the week.	Since Sept. 1.
Wheat.....	cwt.	16,028,160	135
Barley.....	2,4,613	6,888,304	8,43
Oats.....	18,765	3,19,58	611
Peas.....	8,164	758,505	212
Beans.....	54,832	1,44,834	3,793
Indian Corn.....	259,272	7,665,241	640
Flour.....	93,324	2,219,250	396
			20,446

It is stated that more than 600 workshops will be reopened in Paris on Monday.

The money market has been quiet, and the rates of discount are somewhat easier. The Russian loan has been subscribed, and the lists have been closed. It is reported that the applications made here from all, including foreign sources, have not exceeded £9,000,000. This is a remarkable contrast to the loan which was brought out at the commencement of last year. When Messrs. Rothschild, owing to the immense number of applications, were compelled to close the subscription list before the time mentioned in the prospectus. The commercial demand for money is very moderate, but an improvement in this respect may soon be anticipated. The following are the quotations:

	1870.	1871.	1870.	1871.
	Percent.	Percent.	Percent.	Percent.
Bank minimum....	3 @ 3	3 @ 3	4 months' ba'k bills	3 @ 3
Open-market rates:	2% 2/2%	2% 2/2%	6 months' ba'k bills	3 @ 3
40 and 60 days' bills	2% 2/2%	2% 2/2%	4 and 6 trade bills..	4 @ 4
8 months' bills....	3 @ 3	2% 2/2%		

The rates of interest allowed on the joint stock banks and discount houses for deposits are as under:

	1870.	1871.			
	Mon.	Tues.	Wed.	Thur.	Fri.
Joint stock banks.....	2	2	2	2	2
Discount houses at call.....	2	2	2	2	2
Discount houses with 7 days' notice.....	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Discount houses with 14 days' notice.....	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2

Annexed is a return showing the present position of the Bank of England, the bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, and of No. 40 mule yarn, fair second quality, compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
	£	£	£	£	£
Circulation, including bank post bills.....	22,316,409	23,405,470	23,185,923	23,384,130	23,564,553
Public deposits.....	8,780,4,9	9,947,24	7,03,737	11,572,451	10,051,002
Other deposits.....	16,9,5,55	19,737,714	17,08,801	16,3,7,79	18,735,287
Government securities.....	13,11,1,98	13,272,162	14,126,537	13,75,214	12,1,5,418
Other securities.....	18,870,738	17,77,440	19,8,3,384	19,75,4,51	28,709,607
Reserve of notes and coins.....	12,611,551	13,253,802	10,376,187	18,321,385	18,74,570
Coin and bullion.....	19,461,446	31,091,427	18,19,123	30,174,916	21,809,665
Bank rate.....	3 p.c.	2 p.c.	3 p.c.	3 p.c.	3 p.c.
Consols.....	91 1/2	95 1/2	92 1/2	92 1/2	92 1/2
Price of wheat.....	59s. 4d.	73s. 1d.	48s. 10d.	40s. 9d.	58s. 8d.
Mid. Upland cotton.....	13d.	10d.	1d.	11d.	18d.
No. 40 mule yarn....	1s. 6d.	1s. 2d.	1s. 2d.	1s. 8d.	1s. 10d.

The quotations for money at the leading Continental cities are as follows:

	B'krate— 1870. 1871.	Op. mkt— 1870. 1871.		B'krate— 1870. 1871.	Op. mkt— 1870. 1871.	
At Paris.....	2 1/2	2	—	Brussels	2 1/2 4	
Vienna.....	5	6	5 5	Madrid	5	5
Berlin.....	4	4	8 1/2 8 1/2	Hamburg	—	—
Frankfort.	4	3	2 1/2 2 1/2	St. Peter-	burg....	burg....
Amst'd'm.	4	3 1/2	8 1/2 8	5	8	4 1/2 7
Turin	5	6	5 6			

Bills on Paris have been in flat demand, and the short exchange has been as low as 25f. 15c. There has also been an active inquiry for bills on Brussels. The bullion market presents no important features. The export demand for gold is sufficiently active to absorb all arrivals, and as regards silver, Mexican dollars of the old coinage sell freely for China. The following prices of bullion are from the circular of Messrs. Pixley & Co.:

	GOLD	
Bar Gold	per oz. standard.	s. d. s. d.
do fine.....	do	77 9 67 9
do Refinable.....	do	77 11 78 11
Spanish Doubloons.....	per oz.	— —
South American Doubloons.....	do	73 8 71 8
United States gold coin.....	do	78 3 78 3

SILVER.

	s. d. s. d.	
Bar Silver, Fine.....	per oz. standard	5 0 5 0
do containing 5 grs. gold per oz. standard.....	5 0 5 0	5 0 5 0
Fine Cake Silver.....	per oz. no price.	— —
Mexican Dollars.....	per oz. 1st price.	4 1/2 4 1/2

There has been more firmness in the Stock Exchange during the week, and foreign Government stocks have shown more buoyancy than for some time past. Canadian railway securities—chiefly Grand Trunk—have been largely dealt in, and during the first three days of the week a further important rise took place. Latterly, however, owing to realizations, prices have receded to a slight extent. United States Five-Twenty bonds were dull in the early part of the week, but have since improved. In Atlantic and Great Western Railway securities, there has been considerable animation, owing to the receipt of a telegram from New York that a foreclosure and sale of the line had been obtained in the New York State Courts. Erie Railway shares have continued dull. The following were the highest and lowest prices of consols and the principal American securities on each day of the week:

	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
Consols.....	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2
U. S. 5-20's, 1882.....	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2
U. S. 5-20's, 1884.....	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2
U. S. 5-20's, 1885.....	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2	91 1/2 91 1/2
U. S. 5-20's, 1887.....	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2	90 1/2 90 1/2
U. S. 10-40's, 1904.....	88 1/2 88 1/2	88 1/2 88 1/2	88 1/2 88 1/2	88 1/2 88 1/2	88 1/2 88 1/2	88 1/2 88 1/2
Atlantic & G. W. debentures.....	294 3/4 30	30 1/2 31	31 1/2 32	32 1/2 33	33 1/2 34	34 1/2 35
Erie Shares (\$100).....	18 - 1/2 18 1/2	17 1/2 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2
Illinois Central shares.....	109 1/2 110 1/2	110 1/2 111 1/2	111 1/2 112 1/2	112 1/2 113 1/2	113 1/2 114 1/2	114 1/2 115 1/2

Atlantic and Great Western Railway debentures have advanced to 40@41.

The funded loan of the United States is attracting very little attention in the market. One effect is that the upward movement in Five-Twenty bonds has been checked, owing to the circumstance that certain issues can now be paid off at par. The price of the bonds cannot be expected therefore to advance beyond that point, excepting when several months of interest are due upon them. As soon as the Government obtains large subscriptions in the United States, the scheme is likely to be followed up more readily here. It is probable, however, that France will offer about 6 per cent for a loan in this country, and should such prove to be the case the question of the United States loan must remain in abeyance for some months.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—All classes of American securities have improved during the week, and closed steady at the advanced prices. In Atlantic and Great Western the rise has been very noticeable, quotations being 7¢ higher than one week ago.

The daily closing quotations for United States 6s (1862) at Frankfort were:

Frankfort.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—Prices have not varied materially during the week. California Wheat closes at a slight advance, and Canadian Peas and Corn are also higher.

The quotations for money at the leading Continental cities are as follows:

[April 1, 1871.]

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western)....	\$27 9	27 6	27 6	27 6	27 6	27 0
Wheat (No. 2 Mil. Red)....	\$10 10	10 10	10 10	10 10	10 10	10 10
" (Red Winter)....	11 0	11 0	11 0	11 0	11 0	11 0
" (California White)....	11 6	11 11	11 11	11 11	11 11	12 0
Corn (W. M'd)....	\$34 0	34 0	34 0	34 0	34 0	34 0
Barley (Canadian)....	\$4 0	4 0	4 0	4 0	4 0	4 0
Oats (Am. & Can.)....	\$45 0	3 4	3 4	3 4	3 4	3 4
Pot (Canadian)....	\$54 0	41 6	41 6	41 6	41 6	43 6

Liverpool Provisions Market.—There has been a marked decline in Beef, and Pork has dropped 1s., and other articles are steady.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (Ex. pr. mess)....	\$304 0	112 6	112 6	112 6	112 6	112 6
Pork (Ex. pr. mess)....	\$260 0	80 0	79 0	79 0	79 0	79 0
Bacon.....	\$112 0	47 6	47 0	47 0	47 0	47 0
Lard (American)....	57 0	57 0	57 0	57 0	57 0	57 0
Cheese (fine)....	" 70 0	70 0	70 0	70 0	70 0	70 0

Liverpool Produce Market.—The market closes quiet at a decline in Tallow and in Common Rosin. In Petroleum there is a slight improvement.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. Wilm.)....	\$112 0	6 6	6 6	5 9	5 9	5 9
" (fine pale)....	15 9	15 9	15 9	15 9	15 9	15 9
Petroleum (std white)....	\$8 0	1 4	1 4	1 4	1 4	1 4
" (spirits)....	11 0	11 0	11 0	11 0	11 0	11 0
Tallow (American)....	\$112 0	44 0	43 3	43 6	43 6	42 6

London Produce and Oil Markets.—Linseed and Linseed oil, though rallying somewhat at the close, have been weak and are lower.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lins'd c'ke (obl)....	£ tn 10 15 0	...	...	10 0 0	10 12 0	
Linseed (Calcutta)....	63 6	63 6	63 6	63 0	63 0	63 0
Sugar (No. 12 Dch std)....	35 10	35 10	35 10	35 10	35 10	
" 112 lb.....	84 0	84 0	84 0	84 0	84 0	83 0
Sperm oil.....	36 0	36 0	36 0	36 0	36 0	36 0
Whale oil.....	36 0	31 15 0	31 15 0	31 15 0	31 15 0	32 0 0
Linseed oil....	£ ton 32 0	...	...	...	...

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in dry goods, and a considerable increase in general merchandise. The total imports amount to 7,580,607 this week, against \$7,388,892 last week, and \$8,209,446 the previous week. The exports are \$4,441,092 this week, against \$5,123,187 last week, and \$6,264,325 the previous week. The exports of cotton the past week were 19,817 bales, against 25,931 bales last week. The following are the imports at New York for week ending (for dry goods) March 24, and for the week ending (for general merchandise) March 25.

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1868.	1869.	1870.	1871.
Dry goods.....	\$1,670,180	\$2,619,046	\$1,729,483	\$2,618,098
General merchandise....	3,626,993	3,627,361	3,199,460	4,962,509
Total for the week..	\$5,297,173	\$6,246,407	\$4,928,952	\$7,580,607
Previously reported....	50,330,025	55,635,909	56,283,904	73,691,278

Since Jan. 1..... \$55,627,198 \$61,882,316 \$61,212,856 \$81,271,885

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending March 28:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1868.	1869.	1870.	1871.
For the week.....	\$3,996,447	\$3,085,359	\$3,559,558	\$4,441,092
Previously reported....	88,466,498	34,017,757	37,826,325	55,514,030

Since Jan. 1..... \$42,462,945 \$37,103,152 \$41,385,883 \$59,955,122

The following will show the exports of specie from the port of New York for the week ending March 25, 1871:

March 20—Str. Cleopatra, Havana—Spanish gold....	Foreign silver....	\$87,895
	American gold....	4,900
March 20—Str. Rising Star, Aspinwall—American gold....	American gold....	225,000
5,000	March 23—Str. North America, St. Thomas—American gold....	10,000
American silver....	American gold....	
550	March 23—Str. Florence Bailey, Baracoa: Spanish gold....	2,500
Hamburg—Silver bars....	March 23—Str. Morro Castle, Havana—Spanish gold....	176,050
15,200	March 25—Str. City of Port au Prince, Port au Prince: American silver....	62,796
Dublin, St. Johns, N.—Founded—American gold....	American gold....	50,000
30,000	March 25—Str. Dona, Southampton: British gold....	12,000
American gold....	Foreign silver....	35,000
70,000	Gold Bars....	19,000
Mexican silver....	American gold....	
109,000	March 25—Str. Liverpool: Gold Bars....	59,196
Foreign gold....	Silver bars....	133,515
4,900	American gold....	90,200
American gold....	Gold bars....	
55,000	March 25—Str. Cincinnati: Gold bars....	91,867
Gold bars....	To St. Louis.	
41,532	To Louisville.	
Silver bars....	To Memphis.	
215,726	To Columbus, O.	
March 23—Str. Batavia, Liverpool—Silver bars....	To Indianapolis.	
11,846	To Chicago.	
Gold bars....	To Toledo.	
4,169	To Louisville.	

Total for the week..... \$1,531,579

Previously reported.... 11,857,437

Total since Jan. 1, 1871.... \$13,389,016

Same time in 1870.... \$6,375,362 1867.

1869.... 7,439,864 1868.

1868.... 14,167,724 1865.

The imports of specie at this port during the past week have been as follows:

March 23—Str. City of Mexico—Silver....	Gold....	\$400
March 23—Schr. Helen M. Woodward, Belize—Silver....	Gold....	400
March 25—Schr. Woodward, Belize—Silver....	Gold....	150
Total for the week.....	Gold....	\$36,772

Previously reported..... 2,731,606

Total since January 1, 1871..... \$2,748,373

Same time in 1870..... \$3,611,712 1867.

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury:

Week ending	For circulation	For deposits	For U. S. Total.	—Bal. in Treasury—	Coin certificates
	Circulation.	Deposits.	Total.	Coin.	Circulation.
Jan. 7.	\$346,820,000	15,819,500	\$362,545,500	100,574,511	25,150,036
Jan. 21.	345,367,200	15,719,500	\$364,066,700	101,823,000	26,294,000
Jan. 28.	349,365,900	15,744,500	\$365,110,400	102,128,000	25,379,000
Feb. 4.	350,048,750	15,819,500	\$365,868,250	99,127,000	22,511,000
Feb. 11.	350,923,700	15,819,500	\$366,443,200	99,448,000	22,945,400
Feb. 18.	351,253,000	15,919,500	\$367,172,500	99,761,000	23,154,000
Mar. 4.	353,075,000	15,961,500	\$369,036,500	100,883,000	23,773,000
Mar. 11.	353,730,350	15,911,500	\$369,541,850	101,621,000	23,861,500
Mar. 18.	354,030,000	15,911,500	\$369,887,500	104,490,000	23,737,000
Mar. 25.	354,164,000	15,723,500	\$369,996,893	104,210,583	21,780,103

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate) with the amount in circulation at date:

Week ending	Notes issued for ret'd	Mutilated notes brn'd	Notes in circulation
Jan. 7.	338,240	84,054,855	233,200
Jan. 21.	391,920	84,986,115	406,100
Jan. 28.	219,548	85,205,663	426,849
Feb. 4.	768,828	85,749,943	934,624
Feb. 11.	450,940	85,424,455	735,950
Feb. 18.	432,990	85,662,728	832,785
Mar. 4.	243,940	85,668,395	88,235,997
Mar. 11.	670,370	85,535,563	508,050
Mar. 18.	664,320	85,199,903	617,865
Mar. 25.	806,990	85,006,893	461,900

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount destroyed, and legal tenders distributed:

Week ending	Fractional currency	Leg. Ten. Distrib.
Jan. 7.	234,897	407,600
Jan. 21.	653,000	704,366
Jan. 28.	601,400	588,285
Feb. 4.	608,000	583,544
Feb. 11.	604,500	590,146
Feb. 18.	671,227	673,227
March 4.	583,600	656,452
March 11.	604,500	627,475
March 18.	611,500	594,700
March 25.	639,000	591,941

Mobile Finances.—A correspondent in Mobile sends the following statement of the financial affairs of the city:

"These bonds (Mobile bonds) save the recent issues of \$360,000 to the Grand Trunk Railroad and \$360,000 for wharf purchase (the latter of which is not recognized as regular) mature in equal proportion each year until the date of their maturity. The old city debt, now outstanding, is \$1,232,900—\$360,000 per cent. 5 per cent and \$992,900 8 per cent.

Please bear in mind that for the past three years our government has been in the hands, to a great extent, of strangers and others having very little real interest in the city or its credit—placed in power by no agency of our citizens, there has been a want of confidence, if not mismanagement and irregularities until, on retiring to give place to a board elected by the people on the 1st of January past, they left an empty treasury and a debt of some \$200,000. The result was a temporary default on the January coupons—not from necessity, as means were tendered—but for time to take a view of the situation. This interest has since been met, and the Legislature has recently granted authority for the issue by the city of \$400,000 8 per cent, bonds, a portion only of which will be disposed of this year to provide for this debt and the payment of maturing bonds.

As will be seen by this statement the city has good assets to the amount of \$1,752,715 84—about one-half of which will realize an income equal to the interest on same amount of bonds.

The estimated amount required for city expenses and interest this year is \$312,000. Tax from real estate, \$20,300,000, at 1½ per cent. \$253,500. Receipts from other sources about \$150,000; say \$40,500. This is our Treasurer's estimate.

With this showing, and the management of affairs in the hands of her citizens, Mobile City bonds ought to stand higher than 80 or 85 in your market.

Chesapeake & Ohio Railroad.—From a pamphlet recently issued by the Chesapeake & Ohio Railroad Company, we gather that they have secured the line of shortest portage between tide-water and western inland steamboat navigation, and also the shortest route from our most important western cities to coast-wise vessels. This will be seen by the following comparison of distances by the old and new routes:

<tbl_struct

can be, and ultimately will be, constructed as a freight road having light grades going east (the direction of heavy freights), averaging ten feet, and not exceeding thirty feet to the mile; and the same average and maximum going west, with a single exception, at one point, of sixty feet per mile. These grades will be recognized as something superior for roads traversing a prairie country, and for a line crossing a mountain range at an elevation of two thousand feet are marvellous.

Ohio and Mississippi.—This Company is preparing to change its gauge from six feet to four feet nine inches. Changes in the rolling stock are now being made, and forty new locomotives are contracted for to be delivered in July. By the end of that month it is intended to have the gauge changed. It will then form the western section in a short line from Baltimore to St. Louis.

Richmond and Petersburg.—The Virginia Legislature has passed a bill for the sale of the State's interest in this road (\$500,000) to H. H. Ellison and others. This, it is understood, gives the control of the line to the Pennsylvania Railroad Company.

Lease of Lehigh Coal and Navigation Company.—PHILADELPHIA, March 28.—At a meeting of the stockholders of the Lehigh Coal and Navigation Company to-day the lease of the Lehigh and Susquehanna road to the New Jersey Central was approved by a stock vote unanimously.

—The Port Huron and Lake Michigan Railroad Company, of Michigan, extends from the termini of the Great Western and Grand Trunk Railway at Port Huron to the city of Owosso, crossing the Flint and Pere Marquette Railway at Flint, and connecting with the Detroit and Milwaukee Railroad and the Jackson, Lansing and Saginaw Railroad, creating the most direct line from the East to Grand Huron, Milwaukee and St. Paul, and opening a new and short route to Chicago. It commands the rich lumber, stone, coal and grain traffic of Northern Michigan; contracts have been executed by which all the advantages of an unbroken through line are secured to this Company. The Great Western Railway of Canada and the Detroit and Milwaukee Railroad have contracted to invest forty per cent of the gross earnings accruing from all traffic interchanged with it, in their first mortgage bonds, thus creating a sinking fund equal to their absorption in less than ten years. A portion of the bonds remaining unsold are offered for the present at 90 and accrued interest by Drake Bros., 16 Broad street.

—We call attention to the advertisement of the Elizabethtown and Paducah Railroad eight per cent bonds which are offered by Norton, Slaughter & Co., W. Alexander, Smith & Co., and Hallgarten & Co., who recommend them highly as a safe and desirable investment. This Company has a bona fide capital of \$3,095,000; the officers and directors are reliable business men of Kentucky. The road traverses a fine agricultural country. There is an abundant supply of bituminous coal and iron ores along the route; 63 miles are completed and the Company have purchased iron which is now being delivered to complete their road to the 113th mile. The entire road will be nearly completed during the present year.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & CO., 32 WALL ST., N. Y.

Our business is the same as an incorporated bank.

Deposit accounts can be opened with us in either Currency or Coin, subject to check without notice. Five per cent. interest will be allowed on all daily balances. Checks upon us pass through the clearing house as if drawn upon any city bank.

We issue Circular Letters of Credit for travelers, available in all parts of the world; also Commercial Credits. We make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upward on.

The Imperial Bank, and Messrs. Clews, Habicht & Co., London. The Provincial Bank of Ireland, The National Bank of Scotland, and all their branches.

We issue Certificates of Deposit payable on demand or at fixed date, bearing interest, and available at all money centres.

Orders executed for Government and other investment securities; also Gold and Exchange.

Advances made on approved collaterals and against Merchandise consigned to our care.

We make collections of Notes, Drafts, Coupons and Dividends with promptness on all points, and are fully prepared to offer banking facilities upon either currency or gold basis.

NORTON, SLAUGHTER & CO.,
WM. ALEXANDER SMITH & CO.,
HALLGARTEN & CO.,

Recommend, after a thorough investigation into the affairs of the Company, as a very safe and desirable investment, the Eight Per Cent First Mortgage Bonds of the Elizabethtown and Paducah Railroad Company of Kentucky. We are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The bonds offered are on the completed portion of the road, which is in successful operation.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
and Dealers in Government Securities,

No. 5 NASSAU STREET, NEW YORK, March 30, 1871.

THE SUCCESS OF THE NEW FUNDING LOAN thus far, in the face of many obstacles and disadvantages, warrants the assurance that the Five-Twenty bonds will from this time forward be rapidly funded at a lower rate of interest, and that the time has gone by when United States bonds can be expected to yield more than about four per cent per annum on their market value.

In twenty days, subscriptions for over \$40,000,000 of the NEW FIVE PER CENT LOAN have been received at the Treasury Department, payable in Gold or Five-Twenty bonds at par—equal to about 10 per cent premium in Currency.

Holders of Five-Twenty Bonds must shortly decide between an even exchange for Government bonds bearing 5, 4½ or 4 per cent interest, and some other form of investment in which the present premium on their Five-Twenties may be saved and their rate of interest remain unimpaired.

Safe and reliable six per cent securities, in which investors can feel confidence, which can now be obtained in exchange for Five-Twenties at a considerable difference, or bought for new investments much below the Government FIVE PER CENTS, must be largely sought after and materially advance in market value, as the certainty that the Five-Twenties cannot be relied upon to run much longer at 6 per cent becomes apparent.

THE CENTRAL PACIFIC GOLD BONDS are especially desirable, for the following reasons, viz.:

1. They are secured by a first lien on one of the most productive and profitable railroads in the country, worth several times the amount of the mortgage.

2. They have the further security of the pledge of the credit and good faith of one of the richest and most successful corporations in the country, distinguished for its able and honorable management and high credit, and having a full paid capital stock of about \$60,000,000, with authority to increase its capital to \$100,000,000.

3. They have a fixed time to run—now about 25 years.

4. They are well known and of established credit in all the principal money markets of the world, and are regularly noted and dealt in at the Stock Exchanges of New York, Amsterdam, Frankfort, Berlin and London, and are as readily salable in large or small amounts, at any time, at quoted market rates, as are Government bonds.

The earnings of the Central Pacific Railroad Company in 1870 were nearly \$8,000,000, and the increase for January and February of this year indicates that the earnings for 1871 will not be less than from \$10,000,000 to \$12,000,000, with a net profit of not less than \$5,000,000, while the interest liabilities of the Company are less than \$2,000,000 per annum.

We deal in these bonds, and buy and sell them at current market rates, and believe them to be as absolutely safe as any investment can be.

They can now be had in exchange for Five-Twenties at a profit of about 15 per cent. This profit may be realized and 6 per cent gold interest continued with entire safety.

FISK & HATCH.

UNION PACIFIC LAND-GRANT BONDS.

OFFICE OF MORTON, BLISS & CO., BANKERS,
New York, March 30, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is completed in all respects, and its earnings have averaged \$8,000,000 per annum. These bonds bear 7 per cent interest, coupons payable April and October.

They are receivable at par in payment for the Company's lands.

The following summary of the financial condition of the Company is from the address of Colonel Thomas A. Scott to the stockholders, upon his accepting the presidency, at the annual meeting in Boston, March 8:

"Land Department.—Bonds, 7 per cent currency, \$10,400,000.

"Land Sales.—292,900 acres; proceeds, \$1,306,566; average price per acre, \$4.46.

On account of these sales the company has received and redeemed land-grant bonds to the extent of..... \$736,000

For the remainder the Company holds land-notes maturing in one, two and three years with accruing interest..... 576,650

Total..... \$1,313,650

"The condition of the land department may, therefore, be stated thus: Bonds..... \$10,400,000

Principal reduced by bonds redeemed..... \$736,000

Land Notes on hand..... 576,650

Showing an absolute reduction..... \$1,313,650

The Company is entitled, under the grants from Government, after deducting total lands preempted before passage of the act to..... 12,080,000 acres.

From which deduct the amount heretofore sold..... 292,883 acres.

Leaving on hand as an asset..... 11,787,117 acres.

[April 1, 1871.]

—which at an average value of two dollars per acre, being twenty per cent below the minimum Government price for adjoining lands owned by it, should yield the gross sum of \$28,574,294, so much thereof as may be required to be applied to the payment on redemption of the land-grant bonds, and the balance to go into the Treasury. The average land sales amount to about \$75,000 per month.

From present indications it would seem reasonable to estimate the gross receipt of the coming year at a minimum of \$9,000,000 With a cost of maintaining and operating the line on this increased earning of not exceeding say 4,500,000 Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the land department. 4,500,000

"The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

"This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport, and therefore yielding a large percentage of net revenue, must soon give a value to your property not easily appreciated at present.

MORTON, BLISS & CO., No. 30 Broad street.

NEW LOAN OF THE UNITED STATES.

PROGRESS OF SUBSCRIPTIONS—PRIVILEGE STILL OPEN FOR \$200,000,000 FIVE PER CENTS.

The department has advised by telegraph that ten subscriptions to the loan to Thursday last, March 30, amount to \$7,700,000. The Secretary has also authorized the notice that the unconditional privilege of subscribing to ten first-class of bonds, five per cents, to the extent of \$200,000,000 remains open until further advice.

The proposed loan comprises three classes of bonds, namely:

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

Firs. Subscriptions that may be first made for five per cent. bonds to the amount of two hundred millions of dollars; of which there will be reserved for twenty days one half for subscribers in this country and one half for subscribers in foreign countries.

Second. Subscriptions for equal amounts of each class of bonds.

Third. Subscriptions for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Fourth. Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the newbonds are delivered; and payment may be made either in coin or in bonds of the United States known as Five-Twenty bonds, at their par value.

The coin received in payment will be applied to the redemption of Five-Twenty bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of \$50, \$100, \$200, \$1,000, \$5,000 and \$10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depositary of the Government, quarterly, on the first days of February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

The United States National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or the designated depositaries at Buffalo, N. Y.; Chicago, Ill.; Cincinnati, Ohio; Louisville, Ky.; Mobile, Ala., and Pittsburg, Penn.

The Bankers' Gazette.

FRIDAY EVENING, March 31, 1871.

Money Market.—Money has been decidedly easy during the whole week with the bulk of transactions on call loans at 4@5 per cent, while during the past few days large balances have frequently been offered to the heavy government houses at 3 per cent. This remarkable ease in the market has also continued in the face of several influences which would naturally lead to firmer rates, among which we may mention the unfavorable bank statement of Saturday, March 25, a decided activity in the stock market

usually giving rise to more demand for money from brokers, a moderate outflow of currency to the Interior to meet the first of April settlements, and lastly, the rumors which have prevailed, apparently with good foundation, that an attempt would soon be made to "lock up" money for the purpose of depressing stocks.

A very confident feeling prevails that the general course of the market during the next few months, will be one of ease, although it might be possible for parties who are operating for a decline in stocks, to lock up several millions of legal tenders and thus create a seven per cent loan market for a few days. The knowledge that the Secretary of the Treasury is unquestionably interested in having easy money during the negotiation of the new Government Loan, has been for some time the most important influence bearing upon the market, and induces the belief that no severe stringency can be produced by speculative manipulation. In fact, the adverse influences seem to be so great that it was reported this afternoon that the combination had determined to abandon their purpose of locking up money. The Banks having now made their returns to the Comptroller of the currency, and not expecting another call soon, will use their funds much more freely than before the returns were made. The following shows the quarterly statement of the National Banks of the city of New York :

	Liabilities, Dec. 28, '70.	Liabilities, March 18, '71.	Comparison:
Capital.....	\$73,233,000	\$73,235,000	....
Net Profits.....	28,367,900	27,697,200	680,670 Dec.
Circulation.....	32,730,500	32,111,700	619,000 Dec.
Due Banks.....	10,808,700	78,536,700	177,728 Inc.
Due Depositors.....	119,370,100	162,588,800	15,218,700 Inc.
Unpaid Dividends.....	335,500	183,900	146,600 Dec.
Totals.....	\$314,747,700	\$344,298,200	\$29,550,500 Inc.
Resources.....	\$194,360,500	\$195,200,200	855,600 Inc.
Stocks.....	50,700,000	51,006,800	306,800 Inc.
Reserve notes.....	7,745,900	7,882,700	136,800 Inc.
Due from Banks.....	16,736,200	11,680,800	5,056,400 Dec.
Cash Items and Bank Notes.....	4,749,600	8,851,800	887,200 Dec.
Specie.....	20,080,000	19,911,900	166,100 Dec.
Legal Tenders.....	41,040,000	49,432,100	8,392,000 Inc.
Over Drafts.....	111,400	140,800	28,900 Inc.
Totals.....	\$314,747,700	\$344,298,200	\$29,550,500 Inc.

The following is a detailed statement from Washington, of the United States currency of all classes outstanding at this date:

United States notes, old issue.....	\$98,621
United States notes, new issue.....	202,788,587
One-year five per cent. notes.....	153,833,668
Two-year five per cent. notes.....	134,867
Three-year five per cent. notes.....	65,452
Four-year five per cent. notes.....	33,323
Compound int. rest notes.....	1,882,490
Fractional currency, first issue.....	4,445,060
Fractional currency, second issue.....	8,246,060
Fractional currency, third issue.....	6,899,012
Fractional currency, fourth issue.....	26,230,311
Total.....	\$398,529,277

The last returns of the associated banks of this city for the week ending March 25, were not favorable, showing a decrease of \$3,046,738 in specie, \$430,237 in legal tenders, \$21,817 in circulation, \$5,171,341 in deposits and \$1,462,084 in loans; the result of which was to leave the excess over legal reserve \$10,470,900, a decrease of \$2,178,636 from the previous week.

The following statement shows the present condition of the associated banks, compared with the same date in the last two weeks:

	Mar. 25, 1871.	Mar. 26, 1870.	Mar. 27, 1869.
Loans and discounts.....	\$291,114,20	\$2,087,778	\$26,509,589
Specie.....	19,617,007	\$2,271,232	12,73,724
Circulation.....	31,583,8	35,673,394	94,77,814
Net deposits.....	225,774,302	208,910,713	180,13,970
Legal Tenders.....	65,193,408	53,689,663	50,355,108

On time loans the rates have hardly changed from those previously quoted, contracts having been made at 5 per cent for 60 to 90 days and 6 per cent for 3 to 4 months on approved collateral.

For commercial paper the demand continues good with a comparatively small amount offering.

	Commercial, first class endorsed.....	per cent
"	4 months.	6 @ 7
"	6 months.	7 @ 8
"	10 days.	7 @ 10
"	1 to 6 months.	6 @ 8
Banks', first class foreign.....	3 to 4 months.	6 @ 8

United States Bonds.—Government bonds were dull and lower in the early part of the week, but have since been decidedly strong on an improved business. The decline in gold and the slow progress of the new loan were the principal causes of the weakness referred to, and although gold has not since been materially higher, the greatly improved prospects of the 5 per cent loan have inspired much confidence in all classes of Government bonds, followed by an important advance in prices, both at home and abroad. The chief cause of the remarkable change for the better which has thus suddenly taken place in the prospects of the loan, is to be found in the fact that the Secretary of the Treasury has made, or proposes to make, some important changes in his arrangements for negotiating the bonds, and the active co-operation of some leading houses in this city has recently been obtained, which has given more confidence that the new five per cents are really a good investment, and that the loan will be an entire success. One firm, conspicuous as heavy dealers in governments, subscribed \$1,000,000. The total subscriptions now amount to about \$50,000,000. The advance in London has also been very decided and is probably due in large measure to the advices from this side reporting the more favorable prospects and inducing large purchases in that market. The idea is gaining ground that under the impetus now given to the new loan, the old Five-Twenties will soon advance above par in gold. Mr. Boutwell will be in New York on Monday, April 3d, to complete his arrangements with the bankers. At the purchase of \$2,000,000 on Wednesday the bids were only \$2,529,800, an amount so small as to give firmness to prices afterwards.

The following were the highest and lowest prices of leading government securities at the Board on each day of the past week:

	Saturday, March 25.	Monday, March 27.	Tuesday, March 28.	Wednesday, March 29.	Thursday, March 30.	Friday, March 31.
1881 coup... ^{115%}	115%	115%	115%	115%	116%	116%
1882 coup... ^{112%}	112%	112%	112%	112%	112%	112%
1883 " " 112%	112%	112%	112%	112%	112%	112%
1884 " " 112%	112%	112%	112%	112%	112%	112%
1885 " " 112%	112%	112%	112%	112%	112%	112%
1886 " " 110%	110%	110%	110%	110%	110%	110%
1887 " " 108%	108%	108%	108%	108%	108%	108%
1888 " " 111%	111%	111%	111%	111%	111%	111%
1889 " " 108%	108%	108%	108%	108%	108%	108%
1890 " " 110%	110%	110%	110%	110%	110%	110%
Currency 6%	114%	114%	114%	114%	114%	114%

* This is the price bid and asked, no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The week has been an active one in the stock market, and transactions in the leading speculative favorites have at times been very large, especially in Lake Shore, amounting on Monday to some 70,000 shares, although it is estimated that there are not over 110,000 shares on the street.

The other Western stocks have also been strong and active, generally closing at a material advance on last week. There has been the usual crop of rumors upon the street as to clique operations, the most prominent being that a combination had been formed in the "short" interest to lock up money, although at the close-to-night it was said that the project had been abandoned.

Stocks are now much higher than they were during the last few months of 1870 or the early part of the present year; and although there is at present no prospect of a decline, and the stocks of dividend-paying roads may be fully worth what they are selling for, it is self-evident that they are a better sale than they were six weeks ago, when 10 per cent lower.

The following comparison of prices will be found interesting:

	Oct. 1, '70.	Jan. 3, '71.	March 31, '71.
New York Central & Hudson River.	92	91 1/2	96 1/2 x
do do certificates.	87 1/2	87 1/2	92 1/2
Lake Shore.....	92 1/2	91 1/2	102 1/2
Reading.....	97 1/2	99 1/2	103
Rock Island.....	116	104 1/2	114 1/2
Wabash.....	51	49 1/2	58
Northwestern.....	82	71 1/2	89
do preferred.....	88	82	97 1/2
St. Paul do preferred.....	63 1/2	51	61 1/2
Ohio & Mississippi.....	80 1/2	72 1/2	80
Illinois Central.....	136 1/2	136 1/2	135
Union Pacific.....	25 1/2	11 1/2	25 1/2
Pacific Mail.....	42 1/2	39 1/2	45 1/2
Western Union Telegraph.....	36 1/2	41 1/2	58 1/2

From the preceding comparison it will be seen that prices are generally much higher than they were six months or three months ago, although the market was then without life and depressed by long dullness.

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week:

	Saturday, March 25.	Monday, March 27.	Tuesday, March 28.	Wednesday, March 29.	Thursday, March 30.	Friday, March 31.
N.Y.Cent & H.R. 91 1/2 R	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
do scrip 92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Harlem.....	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2
Erie.....	20 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Brown & Root.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Lake Shore.....	100 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Wabash.....	56 1/2	57 1/2	58 1/2	57 1/2	58 1/2	58 1/2
Pittsburg.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Northwest.....	85 1/2	86 1/2	87 1/2	87 1/2	88 1/2	88 1/2
do pref 95 1/2	96	96 1/2	97 1/2	98 1/2	99 1/2	99 1/2
Rock Island.....	111 1/2	114 1/2	114 1/2	115 1/2	115 1/2	115 1/2
Ford Wayne.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
St. Paul do pref.....	60 1/2	61 1/2	61 1/2	62 1/2	63 1/2	63 1/2
do pref 79 1/2	80	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
Ohio, Mississ. 46 1/2	47 1/2	48 1/2	47 1/2	46 1/2	47 1/2	48 1/2
Central of N.J. 105 1/2	106	105 1/2	106	105 1/2	106	105 1/2
Chic. & Alton.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
do do pref 116 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Panama.....	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
Clev. C. & E. 85 1/2	85	85	88	87	85	86
Col.Cle. & I.C. 21 1/2	23	23	23	23	23	23
Del.Lack. & W. 106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Hann. St. Jos. 87 1/2	88	88	88	88	89	89
do pref 95 1/2	95 1/2	96 1/2	97 1/2	99	97 1/2	98 1/2
Illinois Central.....	131 1/2	135	135	135	135	135
Mich. Central.....	122 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Morris & Essex.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
B.Hart & Erie.....	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Union Pacific.....	22 1/2	22 1/2	23 1/2	23 1/2	23 1/2	23 1/2
West. Ind. Tel. 51 1/2	53	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Mariposa pref.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Quicksilver.....	10 1/2	11 1/2	11 1/2	12 1/2	12 1/2	13
Pacific Mail.....	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
Adams Express.....	72 1/2	72 1/2	73	73	73	73
Mer. Moh. U.S. 47 1/2	47 1/2	48 1/2	46 1/2	47 1/2	47 1/2	47 1/2
United States.....	47	48 1/2	47 1/2	48 1/2	47 1/2	48 1/2
Wells, Fargo.....	40 1/2	41 1/2	43	43	43	43

* This is the price bid and asked, no sale was made at the Board.

State and Railroad Bonds.—The Southern State bonds have fluctuated in some cases to an important extent, influenced largely by intelligence received in regard to legislative or other proceedings in the respective States. In Virginia the funding bill has become a law, authorizing the funding of two-thirds of all the bonds and interest due up to July 1, 1871, in six and five per cent bonds respectively, and the issuing of certificates of indebtedness for the other one-third, which will be settled when the question of dividing the debt is decided between Virginia and West Virginia; the old bonds have advanced on this to 73%, and the new to 71 1/2, although the latter have more coupons to be funded than the others. Tennessees have also been strong on the improved prospects in that State. New South Carolinas have sold down to 59 1/2@59 1/2 on the reports of threatened resistance to the collection of taxes in the State in consequence of the oppressive rates to which they have been raised. One of the rumors of the market, however, states that some of these proceedings in the State have been designedly organized for effect on the price of bonds, and the treasurer of Richland County, now in this city, states that the taxes are coming in well and are already three-quarters or seven-eights paid.

From New Orleans we hear of a meeting of prominent citizens to protest against any increase in the State debt beyond its present figures, viz.: \$25,000,000, to which it is limited by an amendment to the State constitution.

North Carolina bonds have also been weak for the new issues, and commissioners recently appointed to investigate the circumstances of the negotiations of these bonds will probably make a

report which may form basis upon which the Legislature will take action in regard to them. Railroad bonds have not been particularly active. The closing quotations for Pacifics were as follows: Union Pacific first mortgage bonds, 83@83 1/2; Land Grants, 75 1/2@75 1/2; Incomes, 69 1/2@69 1/2; Central Pacific bonds, 95@95 1/2.

The following are the highest and lowest prices of the most active State Bonds at the Board on each day of the week:

	Saturday, March 25.	Monday, March 27.	Tuesday, March 28.	Wednesday, March 29.	Thursday, March 30.	Friday, March 31.
6s Tenn., old...	63 1/2	64	64 1/4	64 1/4	65	65
6s Tenn., new...	65 1/2	65 1/2	66	66	66	65 1/2
6s N.Car., old...	46 1/2	47	47	47	47	47
6s N.Car., new...	48 1/2	50	52	52	52	51
6s Vicksburg...	67 1/2	68	69	69	69	68
6s S.C. n. J & J	65	65 1/2	66	66 1/2	67	67 1/2
6s Missouri...	62	62 1/2	62	62 1/2	62 1/2	62 1/2
Un. Pac. Ist...	81	81	83 1/2	83	83 1/2	83
U.P. L'd Gt...	75	75	75	75	75	75
U.P. Income...	68 1/2	68 1/2	69	69	69	69 1/2
Cent.Cal.Gold	95 1/2	95	95 1/2	95	95 1/2	95 1/2

* This is the price bid and asked, no sale was made at the Board.

The Gold Market.—Gold has been lower on the prospect of the successful negotiation of the Government loan and the possibility that a large amount may be thrown on the market in April by Secretary Boutwell. Upon this idea a large short interest was created which was partially covered by some considerable purchases at the recent decline. There is, however, a pretty large short interest still outstanding, and if the Treasury programme for April should be no different from that of March, as there are some indications that it may not be, an upward turn in the market would not be improbable.

The mercantile demand continues to be large, customs receipts for the week amounting to \$3,621,000. Exports have not been considerable compared with last week's, which exceeded \$1,500,000.

At the Treasury sale of \$1,000,000 on Thursday, bids reached the large sum of \$4,122,000. Rates for carrying gold have ranged from "flat" to 3 per cent, and to-day 1 and 2 per cent for carrying and "flat" for borrowing.

The following table will show the course of the gold premium each day of the week past:

	Open-ing.	Low-est.	High-est.	Clos-ing.	Total Clearings.	Gold. Currency.
Saturday, Mar. 25.	110%	110%	110%	110%	\$40,050,000	\$2,669,542 \$2,953,66
Monday, " "	110%	110%	110%	110%	22,657,000	1,801,350 1,779,472
Tuesday, " "	110%	110%	110%	110%	11,000,000	1,000,000 1,000,000
Wednesday, " "	110%	110%	110%	110%	59,589,000	4,800,693 2,008,534
Thursday, " "	110%	110%	110%	110%	28,9 7,000	2,288,173 1,957,959
Friday, " "	110%	110%	110%	110%	39,351,000	944,598 1,047,315

The following are the quotations in gold for foreign and American coin :

American gold (old coinage)	American silver (new)	American silver (old)
4 p. c. premium.	4 p. c. premium.	4 p. c. premium.
Sovereigns.....	\$4 86 @ \$4 90	\$4 86 @ \$4 90
Napoleon.....	3 86 @ 3 90	3 86 @ 3 90
German X thalers.....	7 75 @ 7 70	7 75 @ 7 70
Prussian X thalers.....	7 90 @ 7 80	7 90 @ 7 80
Spanish ducatons.....	16 40 @ 16 40	16 40 @ 16 40
Patriot ducatons.....	15 50 @ 15 50	15 50 @ 15 50
American silver (old coinage).....	1 04 @ 2 p. c. premium.	1 04 @ 2 p. c. premium.

Foreign Exchange.—Leading bankers reduced their rates 1/4 in the week, but advanced them again yesterday and close at 109 1/2@109 1/2, generally asking the higher price. The slight falling off above referred to was hardly an indication of any tendency toward easier prices, but was merely a fluctuation induced by the high range in rates which had naturally checked the demand for bills. Some of the leading drawers purchased freely of the better class of outside bills offering, and the supply being thus taken up, they again advanced their own rates to 109 1/2. The good borrowing demand for gold has also prevented holders from purchasing exchange with their gold, when it could be loaned to advantage.

From £50,000 to £75,000 has been drawn against the sterling loan of the Pennsylvania Railroad Company, whose bonds are negotiated in London from time to time as the money is required.

Apart from the considerations above mentioned the tone of the market has been one of hesitation, and buyers are waiting to see the course of gold and of the United States Loan. The exports of cotton from all ports amount to 111,000 bales, worth about \$6,961,929 in gold, at current prices, against 72,525 bales in same week of 1870, producing then \$6,850,711 in gold, with Middling Uplands at 23c., and gold at 112.

Quotations are as follows:

	Custom House Receipts.	Receipts.	Sub-Treasury.
Saturday, Mar. 25.	\$6,621,000	\$6,625,627 97	\$6,872,906 17
Monday, " "	66,345,744 52	66,345,744 52	\$4,254,831 60 \$5,960,961 15
Tuesday, " "	470,000	428,879 54	423,446 70
Wednesday, " "	700,000	82,223 29	111,988 85
Thursday, " "	567,000	94,077 93	4,203,973 48
Friday, " "	439,000	1,060,573 64	134,179 68
Total.	\$6,621,000	\$6,625,627 97	\$6,872,906 17
Balance, March 24.	66,345,744 52	66,345,744 52	\$5,960,961 15
Payment during week.....	4,254,831 60	5,960,961 15	
Balance, March 31.....	\$6,717,090 89	\$7,364,027 13	

[April 1, 1871.]

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 25, 1871:

BANKS.	Loans and Capital.	Discounts.	Specie.	Circula- tion.	Net Deposits.	Legal Tenders.
New York.	\$3,000,000	\$12,481,700	\$2,831,200	\$523,000	\$11,512,816	\$7,364
Manhattan.	2,050,000	5,516,500	492,000	9,500	5,986,600	1,192,000
Mechants'.	3,000,000	6,889,700	1,044,500	868,100	5,370,800	1,524,900
U.S. Commer-	2,000,000	6,218,700	898,200	512,450	4,618,200	472,000
America.	3,000,000	6,218,700	1,044,500	868,100	5,370,800	1,524,900
Phenix.	3,000,000	7,044,300	1,077,623	744,786	2,477,267	16,844,967
City.	1,500,000	4,068,600	776,128	495,000	3,254,900	562,417
Tradesmen's.	1,500,000	5,589,955	661,701	708	3,994,415	410,000
Fulton.	600,000	1,411,327	44,084	765,077	1,321,147	734,670
Chemical.	500,000	1,201,781	44,084	765,077	1,661,784	708,346
Mechants' Exchange.	1,000,000	5,641,543	88,593	4,518,913	1,201,076	1,201,076
National.	1,500,000	5,468,269	22,677	484,519	1,917,771	211,880
Butchers'.	800,000	2,529,000	53,200	232,700	1,881,900	483,000
Mechanics and Traders'.	600,000	1,879,600	12,400	195,700	1,275,300	451,900
Greenwich.	200,000	1,034,327	.....	2,929	728,700	127,663
Leather Manuf. National.	600,000	5,098,000	504,553	259,588	2,141,374	786,670
Seventh Ward, National.	1,500,000	3,885,182	79,797	173,779	898,247	232,821
Bank of N. York.	2,000,000	6,218,700	1,044,500	868,100	5,370,800	1,524,900
American Exchange.	5,000,000	10,057,800	600,900	935,500	2,040,300	1,575,500
Commerce.	10,000,000	21,355,925	660,128	4,248,315	1,615,510	8,873,128
Broadway.	1,000,000	7,093,200	234,900	880,800	6,038,700	1,444,500
Ocean.	1,000,000	2,228,940	31,097	781,260	1,319,500	527,581
Mercantile.	1,000,000	3,802,400	62,700	480,200	3,288,900	863,600
Pacific.	422,700	2,078,940	11,620	4,700	1,537,570	247,670
George.	9,000,000	1,187,000	94,000	510,100	5,101,000	1,050,000
Jonathan.	450,000	999,600	5,000	12,500	5,640,400	597,900
People's.	412,500	1,567,069	3,035	5,792	1,243,038	158,124
North American.	1,000,000	2,898,527	88,262	4,000	2,407,394	527,000
Hanover.	1,000,000	2,461,086	173,955	286,070	1,486,311	326,652
Irving.	500,000	1,868,000	18,000	180,563	1,678,000	474,000
Metropolitan.	4,000,000	10,927,281	76,490	1,635,700	5,426,745	723,000
Officers.	1,000,000	2,935,200	31,097	130,100	1,537,570	323,000
Nassau.	1,000,000	2,968,190	60,566	8,943	2,085,886	267,422
Market.	1,000,000	2,905,000	100,200	788,200	1,284,200	449,100
St. Nicholas.	1,000,000	2,778,100	100,200	788,200	1,284,200	449,100
Shoe and Leather.	1,500,000	3,646,600	45,900	88,100	2,456,500	783,900
Corn Exchange.	1,000,000	2,712,000	48,740	5,730	1,289,100	197,000
Continental.	2,000,000	4,280,599	247,841	579,955	2,507,228	574,000
Southwestern.	500,000	1,201,200	57,000	260,000	2,110,000	68,000
Oridental.	300,000	1,411,720	2,690	4,610	1,189,746	221,720
Marine.	400,000	1,765,430	4,280	860,000	1,546,530	532,560
Atlantic.	300,000	1,062,016	55,251	55,157	236,467	143,314
Importers and Traders' Park.	1,500,000	11,388,600	431,600	505,200	12,474,000	2,961,500
Mechanics' Banking Ass.	500,000	1,114,800	9,500	94,704	1,087,000	495,300
Grange.	300,000	1,411,274	1,489,200	1,489,200	1,489,200	1,489,200
River.	400,000	1,141,274	2,425	10,588	962,738	188,216
East River.	350,000	948,000	3,400	271,000	827,900	282,100
Manufacturers & Mer.	500,000	1,375,200	2,400	67	1,042,900	225,000
Fourth National.	5,000,000	20,147,600	967,200	2,930,000	16,553,200	3,959,000
Central National.	3,000,000	11,647,000	136,000	1,880,500	10,289,000	2,369,500
Second National.	300,000	1,496,500	.....	265,500	1,261,000	395,500
Ninth National.	1,000,000	2,744,000	770,000	1,000,000	1,744,000	460,000
Third National.	1,000,000	5,994,800	164,000	565,000	5,643,900	969,600
New York N. Exchange.	300,000	1,249,100	800	266,800	815,400	244,600
Tenth National.	1,000,000	4,971,700	90,800	901,600	4,890,600	1,358,000
Bowery National.	250,000	1,139,610	12,321	2,000	1,010,675	907,735
New York County.	240,000	1,236,200	.....	179,500	1,040,000	325,000
New York American.	1,000,000	2,000,000	278,000	1,000,000	2,572,907	323,577
Bull. H. Droy.	1,000,000	1,580,811	5,307	6,880	1,689,795	1,000,000
Bayview.	60,000	478,072	4,171	1,000	526,381	72,408
Eleven t Ward.	200,000	475,198	4,171	1,000	426,741	63,046
Eight National.	250,000	775,098	250,000	505,383	577,000	182,673
American National.	500,000	829,882	40,648	448,560	810,988	338,351
Germany.	200,000	805,300	7,100	.....	887,100	120,000
Manufactures & Builders.	100,000	1,086,548	4,500	.....	1,063,324	129,000
Total.	88,970,200	291,114,520	19,617,007	31,583,398	225,774,302	55,193,408

The deviations from the returns of previous week are as follows:

Loans.	Dec. 1, 1870.	Net Deposits.	Dec. 1, 1871.	Specie.	Dec. 1, 1870.	Legal Tenders.	Dec. 1, 1871.	Circulation.	Dec. 21, 1871.
	\$1,462,684		\$1,471,341		\$2,046,738		\$2,047,341		\$2,047,341

The following are the totals for a series of weeks past:

LOANS.	Specie.	Circulation.	Deposits.	Legal Tenders.	Aggregate Clearings.
Feb. 18.	274,912,500	31,737,337	51,737,341	216,290,388	463,174,419
Feb. 22.	280,005,999	23,552,048	31,720,445	51,720,448	463,174,419
March 4.	282,631,884	51,680,220	51,680,220	51,680,220	465,481,388
March 11.	289,353,394	25,769,176	65,165,071	229,039,584	57,045,884
March 18.	292,576,404	22,665,745	51,605,215	230,945,645	55,625,645
March 25.	291,114,520	19,617,007	31,583,398	225,774,302	55,193,408

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, March 27, 1871:

Banks.	Capital.	Loans.	Specie.	Circulation.	Deposits.	Legal Tenders.	Deposits/Circulation.	Circulation.
Atlantic.	\$750,000	\$74,000	\$847,000	\$3,085,000	\$1,000,000	\$7,364	\$111,752	\$56,129
Blackstone.	1,500,000	2,497,285	7,790	12,702,500	5,100,000	5,100,000	448,521	780,056
Boston.	1,000,000	5,336,321	9,398	10,000,000	5,100,000	5,100,000	1,482,761	780,056
"Boylston."	500,000	1,444,767	514	212,012	785,300	785,300	562,584	780,056
Continental.	1,000,000	2,298,897	63,500	59,000	59,000	59,000	1,048,522	780,056
Eliot.	1,000,000	2,549,288	41,760	128,280	128,280	128,280	377,228	780,056
Everett.	200,000	698,422	1,784	35,714	485,530	485,530	780,056	780,056
Faneuil Hall.	1,000,000	2,478,197	72,801	248,667	1,27,705	1,27,705	4,174,228	780,056
Fremont.	1,000,000	2,040,000	15,080	12,582	12,582	12,582	325,224	780,056
Globe.	1,000,000	2,542,278	12,567	30,500	70,700	70,700	249,101	780,056
Hamilton.	750,000	1,379,004	4,559	149,385	781,537	781,537	240,724	780,056
Massachusetts.	1,000,000	2,126,927	21,707	12,582	12,582	12,582	325,224	780,056
Montgomery.	1,000,000	2,718,882	4,780	28,955	782,580	782,580	240,724	780,056
Peabody.	1,000,000	2,718,882	4,780	28,955	782,580	782,580	240,724	780,056
Revere.	1,000,000	2,076,957	9,504	490,401	2,083,000	2,083,000	483,246	780,056
Security.	200,000	598,977	5,258	59,088	598,977	598,977	120,000	780,056
Union.	1,000,000	2,076,957	9,504	490,401	2,083,000	2,083,000	483,246	780,056
Widener.	1,000,000	2,076,957	9,504	490,401	2,083,000	2,083,000	483,246	780,056
Total.	47,550,000	\$111,149,883	\$1,029,961	\$12,906,442	\$46,349,159	\$24,781,444		

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circula-
Atlantic.	\$750,000	\$1,512,816	\$7,364	\$111,752	\$56,129	\$56,129
Blackstone.	1,500,000	2,474,285	7,790	12,702,500	598,789	598,789
Continental.	1,000,000	1,444,767	514	212,012	785,300	785,300
Continental.	1,000,000	2,549,288	41,760	128,280	128,280	128,280
Everett.	200,000	698,422	1,784	35,714	485,530	485,530
Faneuil Hall.	1,000,000	2,478,197	72,801	248,667	1,27,705	1,27,705
Fremont.	1,000,000	2,040,000	15,080	12,582	12,582	12,582
Globe.	1,000,000	2,542,278	12,567	30,500	70,700	70,700
Hamilton.	750,000	1,379,004	4,559	149,385	781,537	781,537
Massachusetts.	1,000,000	2,126,927	4,780	28,955	782,580	782,580
Montgomery.						

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.
New York Prices.			RAILROAD BONDS.			Boston.			Central Ohio.		
American Gold Coin.	110%	110%	Quincy & Tol., 1st M., 1860.	82		Cin., San. & Cle., 1st M., 7, 77.	88	85	Marietta & Cin., 1st M., 1860.	85	85
U. S. GOVERNMENTS.			Illi. & So. Iowa, 1st Mort.			do do 1st M., 7, 1860.	100		do do 1st M., 7, 1860.	95	95
(Not previously quoted.)			Galeana & Chicago Ex. Extended.			Hartford & Erie, 1st M. (old) 7.	28%	28%	Northern Cent., 1st M. (guar.) 6.	92	92
68, 1861, reg.	116%	116%	Galeana & Chicago, 2d Mort.	91%		do 1st M. (new) 7.	28%	28%	do 2d M. S. F. 6, '95.	92	92
68, 5-20th, (1862) reg.			Chic. R. Island & Pacific.			Old Col. & Newport Bds., 6, '76.	96	96	do 3d M. S. F. 6, 1900.		
68, 5-20th, (1864) reg.			Morris & Essex, 1st Mort.	103		do do Bonds, 7, 1871.	104	104	do do 3d M. (Y. & C.) 6, '77.		
68, 5-20th, (1865) reg.			do 2d Mort.	95		Rutland & Burlington, 1st M.	103	103	do do Cens. (gold) 6, 1900.	92	92
68, 5-20th, (1865, new) reg.			Cleve. & Toledo, 1st Mort.	101		Verm's' Co., 1st M. comp., 7, 1891.	87	87	Pitts. & Consol., 1st M., 1868.	92	92
68, 5-20th, (1867) reg.			do do 2d Mort.	101		do do 2d Mort., 6, '90.	92	92	do 1st M., unend. 6, '90.		
68, 5-20th, (1868) reg.			Pitts., Ft. W. & Chic., 1st M.	103		Boston & Albany stock.	158	158	do 2d M., endorsed. 6, '90.		
68, 1874, reg.	108%	108%	do do 8 p. c. eq't. 6.	97		Boston, Hartford & Erie.	154	154	Baltimore & Ohio stock.	151%	140
50, 10-40th, reg.			do do 2d Mort.	96		Boston & Maine.	152	152	Parkersburg Branch.		
STATE BONDS.			do do 3d Mort.	96		Boston & Providence.	152	152	Central Ohio.	27%	29%
Tennessee old.	65%	65%	do do 4th Mort.	80%		Cheshire preferred.	152	154	do preferred.		
Virginia old.	65%	65%	Chic. & Alton Funding Fund.	101		Cin., Sandusky & Clev. stock.	28%				
Georgia old.	81%	83	St. L. & Iron Mountain, 1st M.	89%		Concord.	79				
do new bonds.	80%	80	Mil. & St. Paul, 1st Mort. 8s.	104%		Connecticut River.	82				
do 7s, endorsed.	80%	80	do do 1st Mort.	94		do Connecticut & Passumpsic, pr.	91%				
do 7s, Gold.	93%	94	Ohio & Miss., 1st Mortgage.	99%		Easton (Mass.)	124	125	Ham Co., Ohio 6 p. c. long bds.	89	90
North Carolina old.	46	47%	do do Consolidated.	89%		Fitchburg.	187	187	do do 7 p. c. 1 to 5 yrs.	55	77
do Funding Act, 1866.	96%	97%	Peninsula RR Bds.	90		Indianapolis, Cin. & Lafayette.	6%	7	Covington Cincinnati.	55	
do 1863.	29%	30	St. L. & Peoria, 1st Mort.	89%		Manchester & Lawrence.	140		Cincin. Ham. & D., 1st M. 7, '90.	92	93
do new bonds.	23%	24	Mil. & St. Paul, 1st Mort. 8s.	104%		Nashua & Lowell.			do do 3d M., 7, '95.	86	87
do do Special Tax.	18%	18	do do 1st Mort.	94		Northern of New Hampshire.	111		do do 3d M., 7, 95.	96	98
South Carolina old.	80%	80	do do I. & M. d.	87%		Ogden & L. Champlain.	57	57%	Clin. & Indiana, 1st M. 7, 1877.	81	83
do do new bonds.	65%	65	do do 2d M.	88%		Old Colony & Newport.	104%	108	Colum. & Xenia, 1st M. 7, 1890.	82	82
do April & Oct.	65%	65	Marieetta & Cin., 1st Mort.	95		Port, Sac & Portsmouth.	183%		Dayton & Mich., 1st M. 7, 1871.	89	90
Missouri old.	92%	92	Peninsula RR Bds.	90		Rutland.	39	41	do 2d M., 7, '95.	84	85
do Ian. & St. Joseph.	91%	91	St. L. & Iron Mountain, 1st M.	89%		do preferred.	84%	85%	do To do dep. bds. 7, 1894.	82	85
Louisiana old.	69%	70	Mil. & St. Paul, 1st Mort. 8s.	104%		Summit Branch.	42%	45	Dayton & West., 1st M. 7, 1905.	84	85
do new bonds.	68%	68	do do 1st Mort.	94		Vermont.	11	10	do do 1st M. 6, 1905.	74	75
do 6s, floating debt.	68%	68	Col. Chic. & Ind., 1st Mort.	87		Vermont & Massachusetts.			Ind. Cin. & Laf., 1st M. 7, 1890.	79	81
do 6s, levied bonds.	68%	68	Tol., Peoria & Warsaw, E. D.	87		Philippines.			June, Cin. & Ind., 1st M. 7, '95.	60	65
do 7s, Penitentiary.	68%	68	do do W. D.	88		Philadelphia, 6d, old.	101%	101	Little Miami, 1st M. 6, 1883.	85	86
California old.	110%	110%	do do 2d M.	85		do new.	101%	101	Cin. Ham. & Dayton stock.	89	90
Connecticut old.	191%	192	Pittsburgh Compromisate.	86		Pittsburgh Compromisate.	108	108	Columbus & Xenia stock.	106	114
Rhode Island old.	101%	101	do do skg fund.	96		Pittsburgh Compromisate.	108	108	Dayton Michigan stock.	31	35
Alabama old.	102%	102	Morris & Essex, convertible.	86		do Funded debt 6s.	87	90	Little Miami stock.	106%	117
do 6s, Railroad bonds.	95%	95	do do construction.	86		do do 6s.	75				
Arkansas old.	100%	100	North Missouri, 1st Mortgage.	86%		Water exten. 7s.					
do 7s, L. R. & Ft. S. iss.	75%	75	do do New Gt. Mortgage.	86%		Alleghany Co., 6, 1875.	55				
do 7s, Memphis & L. R.	75%	75	Jefferson RR, 1st Mort.	86%		Belvidere Delaware, 1st M. 6, 93.	93				
do 7s, L. R. P. B. & N. C. 50	50%	50	do do new.	86%		do do 2d M. 6, 93.	85	86			
do 7s, Miss. Ouc. & RR.	40%	40	do do 3d M. 6, 93.	86		do do 3d M. 6, 93.	84	85			
Ohio old, 1861.	101%	101	Morris & Essex, convertible.	86		Camden & Amboy, 6 of 75.	93%	93			
do 1861.	102%	102	do do construction.	86		do do 6 of 75.	92%	93			
Kentucky old.	103%	103	North Missouri, 1st Mortgage.	86%		do do 6 of 99.	91%	92			
Illinois Canal Bonds, 1870.	100%	100	Jefferson RR, 1st Mort.	86%		do do consol. 6 of 79.	85%	86			
do 6s coupon, 77.	100%	100	MISCELLANEOUS BONDS.			do do 1st M. 6, 1870.	86	87	Louisv. C. & Lex., 1st M. 7, '97.	94	95
do War Loan.	100%	100	Am. Dock & Co., Co. 7, '96.	95		do do 2d M. 6, 1870.	86	87	Louisv. & Fr. 1st M. 6, '97.	94	95
Indiana old.	100%	100	Long Dock Bds.	85%		do do 3d M. 6, 1870.	86	87	Louisv. Loan, 6, '91.	95	96
Michigan old.	97%	97	W. Union Tel. 1st M. 7, 1875.	85%		do do 7s, 1880.	93	93	L. & Nash. 1st M. (m.) 7, 77.	79	80
do 1878.	98%	98	NEW OR RECENT LOANS.			Hunt & Broad Top 1st M. 7.			do do 1st M. (m.) 7, 77.	79	80
New York old.	100%	100	U. S. New Loan, 5s, gold.			do do 2d M. 7, 75.			do do 1st M. (Leb. Br.) 7, 90-'95.	91	92
Bounty, reg.	108%	108	Bur. C. R. & M. RR, 1st M. 7 (gd).			do do 3d M. 7, 75.			do do 1st M. (Leb. Br.) 7, 90-'95.	87	88
do cou.	108%	108	Ches. & Ohio RR, 1st M. 6 (gd).			Water exten. 7s.			do do 1st M. 7, 1890.	89	90
do Canal, 1872.	106%	106	Conn. West., 1st mort. 7s.			Alleghany Co., 6, 1875.			do Water Stock 6s, 97.	74	75
do 1873.	106%	106	G. R. & Ind. 1st M. 7s, gold.			do do 6s, 95.			do Wharf 6s.	74%	75
do 1874.	106%	106	Louisville & Nashville, 1st M. cons.			Belvidere Delaware, 1st M. 6, 93.			do special tax 6s of '89.	95	96
do 1875.	106%	106	Montclair RR of N. J., gold.			do do 2d M. 6, 93.			do do 2d M. (1st & 2d) 7, '95.	82	83
do 1876.	106%	106	Northern Pacific RR, 7-3d gold.			do do 3d M. 6, 93.			do do 1st M. (Leb. Br.) 7, 90-'95.	87	88
do 1877.	106%	106	Nashville & Decatur RR.			do do 4th Mort. 7s.			do do 1st M. (Leb. Br.) 7, 90-'95.	78	79
do 1878.	106%	106	N. Y. & H. Mid. & Wil. RR, 7s.			do do 5s.			do do 1st M. (Leb. Br.) 7, 90-'95.	89	90
do 1879.	106%	106	N. Y. & Osw. Mid. 1st M. 7 (gd).			do do 6s.			do do 1st M. 7, 1890.	89	90
do 1880.	106%	106	Peerless, Pekin & Jacks., 1M. 7s.			do do 7s.			do do 1st M. 7, 1890.	89	90
do 1881.	106%	106	Portland & Western, 1st M.			do do 8s.			do do 1st M. 7, 1890.	89	90
do 1882.	106%	106	St. Jos. & Den. C. Rail. 8s, gold.			do do 9s.			do do 1st M. 7, 1890.	89	90
do 1883.	106%	106	St. Louis & Iron Mt. 1st M. 7d.			do do 10s.			do do 1st M. 7, 1890.	89	90
do 1884.	106%	106	Union Pacific Land Grants 7s.			do do 11s.			do do 1st M. 7, 1890.	89	90
do 1885.	106%	106	(Not previously quoted.)			do do 12s.			do do 1st M. 7, 1890.	89	90
do 1886.	106%	106	Albany & Susquehanna.	86%		do do 13s.			do do 1st M. 7, 1890.	89	90
do 1887.	106%	106	Chicago & St. Louis.	86%		do do 14s.			do do 1st M. 7, 1890.	89	90
do 1888.	106%	106	do do 1st Mort.	86%		do do 15s.			do do 1st M. 7, 1890.	89	90
do 1889.	106%	106	do do 2d Mort.	86%		do do 16s.			do do 1st M. 7, 1890.	89	90
do 1890.	106%	106	do do 3d Mort.	86%		do do 17s.			do do 1st M. 7, 1890.	89	90
do 1891.	106%	106	do do 4th Mort.	86%		do do 18s.			do do 1st M. 7, 1890.	89	90
do 1892.	106%	106	do do 5th Mort.	86%		do do 19s.			do do 1st M. 7, 1890.	89	90
do 1893.	106%	106	do do 6th Mort.	86%		do do 20s.			do do 1st M. 7, 1890.	89	90
do 1894.	106%	106	do do 7th Mort.	86%		do do 21s.			do do 1st M. 7, 1890.	89	90
do 1895.	106%	106	do do 8th Mort.	86%		do do 22s.			do do 1st M. 7, 1890.	89	90
do 1896.	106%	106	do do 9th Mort.	86%		do do 23s.			do do 1st M. 7, 1890.	89	90
do 1897.	106%	106	do do 10th Mort.	86%		do do 24s.			do do 1st M. 7, 1890.	89	90
do 1898.	106%	106	do do 11th Mort.	86%		do do 25s.			do do 1st M. 7, 1890.	89	90
do 1899.	106%	106	do do 12th Mort.	86%		do do 26s.			do do 1st M. 7, 1890.	89	90
do 1900.	106%	106	do do 13th Mort.	86%		do do 27s.			do do 1st M. 7, 1890.	89	90
do 1901.	106%	106	do do 14th Mort.	86%		do do 28s.			do do 1st M. 7, 1890.	89	90
do 1902.	106%	106	do do 15th Mort.	86%		do do 29s.			do do 1st M. 7, 1890.	89	90
do 1903.	106%	106	do do 16th Mort.	86%		do do 30s.			do do 1st M. 7, 1890.	89	90
do 1904.	106%	106	do do 17th Mort.	86%		do do 31s.			do do 1st M. 7, 1890.	89	90
do 1905.	106%	106	do do 18th Mort.	86%		do do 32s.			do do 1st M. 7, 1890.	89	90
do 1906.	106%	106	do do 19th Mort.	86%		do do 33s.			do do 1st M. 7, 1890.	89	90
do 1907.	106%	106	do do 20th Mort.	86%		do do 34s.			do do 1st M. 7, 1890.	89	90
do 1908.	106%	106	do do 21st Mort.	86%		do do 35s.			do do 1st M. 7, 1890.	89	90
do 1909.	106%	106	do do 22nd Mort.	86%		do do 36s.			do do 1st M. 7, 1890.	89	90
do 1910.	106%	106	do do 23rd Mort.	86%		do do 37s.			do do 1st M. 7, 1890.	89	90
do 1911.	106%	106	do do 24th Mort.	86%		do do 38s.			do do 1st M. 7, 1890.	89	90
do 1912.	106%	106	do do 25th Mort.	86%		do do 39s.			do do 1st M. 7, 1890.	89	90
do 1913.	106%	106	do do 26th Mort.	86%		do do 40s.			do do 1st M. 7, 1890.	89	90
do 1914.	106%	106	do do 27th Mort.	86%		do do 41s.			do do 1st M. 7,		

[April 1, 1871.]

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante; quotations of other securities will be found on the preceding page.

2. Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. The Table of Railroad, Canal and Other Stocks on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates leased roads; in the dividend column *x*=extra; *s*=stock or scrip.

4. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O.=April and October; M. & N.=May and November; J. & D.=June and December Q.-J.=Quarterly, beginning with January; Q.-F.=Quarterly, beginning with February. Q.-M.=Quarterly, beginning with March.

5. The Table of State Securities will be published monthly, on the last Saturday of the month.

6. The Table of City Bonds will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

Ohio & Mississippi Railroad.—REPORT FOR THE YEAR ENDING DECEMBER 31, 1870.—The condensed statements of the earnings and expenses for the year 1870, show a gratifying improvement in the business of the road over the previous two years.

Earnings.	1870.	1869.	1868.
Passengers.....	\$1,243,137	\$1,192,030	\$1,230,981
Freight.....	1,789,139	1,567,497	1,586,818
Express and Mail.....	155,859	156,019	146,239
	\$3,188,137	\$3,915,547	\$2,964,010

Showing an increase over the business of 1869 of the sum of \$272,589 58, and nearly the same amount over 1868. This increase is in part the benefit derived from the business over the Louisville Division, which is included in the earnings of 1870. This branch of the road was opened for traffic, the 1st of April last, and added to the receipts for the nine months' operations, the sum of \$89,863 82, and contributing to the business of the main line the sum of \$145,216 48.

The following statement exhibits the expenses incurred, and paid (both ordinary and extraordinary), charged under the following heads:

Maintenance of Way and Structures.....	\$609,173
Motive Power and Cars.....	374,785
Transportation Expenses.....	954,847
General Expenses.....	99,095
Taxes—Municipal and Government.....	77,962
Damages to Property and Passengers, etc.....	34,860
Ballasting Road Bed etc.....	57,604
Wood and Water Stations, Water Supply, etc.....	6,848
Fencing the Road.....	8,248
Equipment Passenger and Freight Cars, etc.....	117,903
Interest on Loans, Legal Expenses, etc.....	37,193
Purchase of Common Stock, to take up Trustees' Certificates, in excess of authorized capital, presented for conversion during the year, leaving to be provided for \$196,604 44 of Common Certificates.....	23,892
Coupons of Interest on Bonds.....	443,676
Interest on Preferred Stock.....	295,276
	\$3,151,398

There have been issued and sold during the year \$382,000 00 of Consolidated Mortgage Bonds, and \$310,875 38 of Preferred Capital Stock. The bonded debt of the company is comprised in the following items: Old bonds of the first and second mortgages, etc. (ultimately to be exchanged for the New Consolidated Bonds, of which \$4,000,000 00 was reserved for that purpose), amount to \$3,672,000, and Consolidated Bonds amount to \$2,862,850, including Sterling Bonds held in London; making a total of Mortgage Bonds, now outstanding, the sum of \$6,534,850; this includes the amount appropriated to the construction of the Louisville Division.

The Preferred Capital Stock (also including the amount appropriated to the Louisville Division) amounts to \$4,030,000.

STATEMENT OF AMOUNTS INCURRED BUILDING LOUISVILLE DIVISION TO DECEMBER 31, 1870.

Rights of way, legal expenses, etc.....	43,739
Expenses of engineer corps.....	21,385
Real estate and depots.....	77,071
Engine-houses, shops, water stations, etc.....	25,572
Earthwork on contracts and by company.....	713,580
Masonry for bridges and culverts.....	173,536
Ties for road track.....	94,466
Wood purchased.....	5,151
Iron bridges built.....	57,076
Iron rails for track.....	472,881
Spikes, bolts, splice-bars, etc., for laying track.....	137,104
Total.....	\$1,822,299

STATEMENT OF ENGINES AND THEIR CONDITION, DECEMBER 31, 1870.

Number of engines in use, of which 82 are.....	87
coal, and 5 wood burners—total.....	
Number of miles run by engines.....	2,418,696
Cost of repairs.....	\$158,452 14
Cost of repairs per mile.....	6 55 (100 cents)
Number of gallons of oil used.....	16,896 34
Miles run to 1 pint of oil.....	17 95 (100 miles)
Total cost of repairs and running.....	\$462,564 51
Cost per mile run.....	19 19 34 (100 cents)

ACCOUNT AND CONDITION OF CARS, DECEMBER 31, 1870.

	In Good Order.	Need Repairs.	Total
Parlor Cars.....	8		8
Night Cars.....	4		4
Officers' Cars.....	1		1
First-class passenger cars.....	30	6	36
Paymasters' cars.....	1		1
Mail cars.....	4		4
Baggage cars.....	15	1	16
Adams Express cars.....	6	2	8
Express stock cars.....	1		1
Caboose cars.....	30	10	40
Box freight cars.....	558	60	618
Stock cars.....	82	10	92
High flat cars.....	136	20	156
Low flat cars.....	99	8	107
Coal cars.....	327	30	357
Tool and wrecking cars.....	4		4
Total.....	1,301	147	1,448

STATEMENT OF PASSENGER BUSINESS FOR 1870.

	No. pas.	No. carried	Receipts	Rate per
	singers	one mile		mile
TO AND FROM FOREIGN ROADS.				
Through (bet. St. Louis and Cincinnati).....	31,533	10,728,020	307,950	'02 87
Way.....	38,138	5,776,253	207,278	'03 59
LOCAL BUSINESS.				
Through (bet. St. Louis and Cincinnati).....	12,122	4,121,480	134,770	'03 27
Way.....	302,701	12,283,145	531,217	'04 32
AGGREGATE.				
Through (bet. St. Louis and Cincinnati).....	43,675	14,849,500	449,721	'02 98
Way.....	340,839	18,059,401	738,495	'04 09
CHAS. E. FOLLETT, General Ticket Agent.				

STATEMENT OF FREIGHT BUSINESS FOR 1870.

	No. tons	Tons cr'd	Receipts	Rate per
	one mile	one mile		mile
THROUGH TRAFFIC.				
East.....	90,919	....	....	....
West.....	89,052	....	....	....
	179,971	53,638,464	\$789,127	1 47-100
LOCAL OR WAY.				
East.....	140,925	....	....	....
West.....	343,780	....	....	....
	484,705	34,515,590	1,000,012	2 90-100
AGGREGATE.				
Through (bet. St. Louis and Cincinnati to Jeffersonville).....	484,705	....	....	....
Way through.....	179,971	....	....	....
	664,676	88,154,054	\$1,789,139	2 03-100

The following table shows the gross earnings of the whole line, from Cincinnati to St. Louis, from the 1st of January, 1858, to December 31, 1870, inclusive :

	Passenger	Freight	Express	Mail	Total
1858.....	\$824,554	\$539,981	\$38,362	\$70,412	\$1,473,919
1859.....	938,933	616,687	37,533	79,591	1,672,745
1860.....	919,532	647,807	38,073	79,500	1,684,912
1861.....	605,362	677,302	53,950	79,500	1,346,115
1862.....	813,542	971,90	58,540	76,658	1,919,632
1863.....	1,378,963	1,293,899	8,990	70,974	2,895,828
1864.....	1,755,989	1,401,374	85,512	68,199	3,311,076
1865.....	2,149,992	1,458,557	116,255	68,199	3,796,005
1866.....	1,615,596	1,581,476	115,310	68,200	3,380,383
1867.....	1,429,210	1,872,426	89,480	68,200	3,459,319
1868.....	1,230,981	1,586,818	78,039	68,200	2,964,040
1869.....	1,192,030	1,567,497	87,819	68,200	2,915,547
1870.....	1,243,137	1,789,139	87,659	68,200	3,188,137

A statement of the stock and bonds of the company and of the monthly earnings in 1870 and 1869, will be found in the tables of the CHRONICLE on subsequent pages.

Atlantic and Pacific Railroad.—The Stock Exchange last week admitted to official dealings the Stock and Bonds of the Atlantic and Pacific Railroad on the following report of the Committee :

The Atlantic and Pacific Railroad Company was organized under an act of Congress of the United States, approved July 27, 1866. Length of road, 292 miles. From the town of Pacific (thirty-seven miles distant west from St. Louis) to Seneca, on the western boundary of the State of Missouri, completed. This road embraces that of the South Pacific Railway Company, which was organized under the provisions of an act of the General Assembly of the State of Missouri, approved March 17, 1868, and was consolidated with the Atlantic and Pacific Railroad Company on the 25th October, 1870. The South Pacific Railroad Company issued the following, which have been assumed by the Atlantic and Pacific Railroad Company :

First Mortgage six per cent. Bonds, secured by mortgage on the whole road. Interest payable in gold coin semi-annually, Jan. 1 and July 1. Principal and interest payable in New York City. Dated July 1, 1868; mature July 1, 1888, \$7,250,000. Of the above-mentioned Bonds, there are 5,000 of \$1,000 each, numbered from 1 to 5,000 inclusive, and 4,500 of \$500 each, numbered from 5,000 to 9,500 inclusive. Trustees: Geo. Tyler Bigelow, John James Dixwell.

The Atlantic and Pacific Railroad Company have issued the following, which were guaranteed by the South Pacific Railroad Company before it was absorbed by the Atlantic and Pacific.

Six per cent bonds, secured by mortgage on 500,000 acres of land in Missouri. Interest payable in gold coin semi-annually, January 1 and July 1. Principal and interest payable in New York City. Dated July 1, 1868; mature July 1, 1888, \$3,000,000. Of which there are 2,000 of \$1,000 each, numbered from 1 to 2,000 inclusive, and 2,000 of \$500 each, numbered from 2,001 to 4,000 inclusive.

The South Pacific Railroad Company received a grant of lands in Missouri under an act of Congress, passed June 10, 1852, (when the lands were withdrawn from sale for the purpose of constructing the road,) of more than 1,000,000 of acres. Under the Atlantic and Pacific Railroad Company's charter, about 500,000 acres have already been received and secured by the Company, viz.: 480,000 acres in Missouri and about 20,000 acres in Arkansas. The

receipts from the sales of lands are applicable, first, to providing what is necessary to pay the interest on the bonded debt, and the balance is appropriated to paying off the bonds at a price not exceeding 110 per cent.

CAPITAL STOCK.

100,000 shares of "Preferred Stock on the Division of the Road in Missouri," at \$100 each.....	\$10,000,000
80,000 shares, Common Stock, at \$100 each.....	5,000,000
Total Capital (and \$10,250,000 of Bonds).....	\$25,250,000

All the "stock" has been issued.

Internal Revenue Tax upon Dividends of Corporations.—It will be remembered that the act of July 14, 1870, provides that the sections of the old law, which impose a tax of five per cent upon the dividends and interest paid by the corporations referred to, "shall be construed to impose the taxes therein mentioned to the 1st day of August, 1870, but after that date no further tax shall be levied or assessed under said sections." The same act imposes "for and during the year 1871 a tax of two and one-half per centum" on interest paid upon the bonds of such corporations and upon their dividends and undivided profits.

Questions of doubt have arisen in regard to the construction of this act, which refer exclusively to the interval from the 1st of August, 1870, to 1st January, 1871—whether the corporations named are liable to any tax on interest and profits for that period.

OFFICE OF INTERNAL REVENUE,
WASHINGTON, February 27, 1871.

The Commissioner of Internal Revenue writes that the following instructions, it is believed, cover all the questions which have arisen respecting the liability to tax of dividends, surplus profits and interest on bonds of the corporations enumerated in sections 120 and 122, act June 30, 1864, as amended, and section 15, act July 14, 1870.

First—Dividends of the corporations enumerated in sections 120 and 122 aforesaid, which were declared at any time prior to August 1, 1870, are subject to a tax of five per cent.

Second—Undivided profits of said corporations which are carried to the account of any surplus or contingent fund prior to August 1, 1870, are subject to a tax of five per cent.

Third—Interest (or coupons representing interest) due from the corporations mentioned in section 122, which became due and payable prior to August 1, 1870, is also subject to tax of 5 per cent. Returns of these dividends and surplus profits should be made on Form 65, and returns of this interest on Form 66.

Fourth—All dividends of the corporations before mentioned which were declared within the last five months of 1870 are exempted from a dividend tax, even when said dividends are composed wholly or in part of profits accrued prior to August 1, 1870.

Fifth—Profits carried to the account of a fund within the last five months of 1870 are exempt from a surplus tax, even if said profits were earned prior to August 1, 1870.

Sixth—No tax should be withheld from interest (or coupons representing interest) falling due and payable within the above period of five months.

Seventh—Dividends of said corporations which are declared on or after January 1, 1871, are taxable as follows: If composed wholly of profits accrued or earned prior to August 1, 1870, at the rate of 2½ per cent; if composed partly of profits accrued prior to August 1, partly of those accrued within the last five months of 1870, and partly of those accrued since January 1, 1871, at the rate of 3½ per cent upon so much of the dividend as represents profits accrued either prior to August 1, or subsequent to December 31, 1870, excluding profits of the last five months of 1870.

Eighth—Profits carried to the account of a fund on or after Jan. 1, 1871, are subject to the same liability to tax as the dividends above described. So much of such profits as were earned prior to August 1, or subsequent to December 31, 1870, are taxable at the rate of 3½ per cent.

Ninth—Profits of the corporations previously mentioned, which were earned or accrued within the last five months of 1870, are not taxable when divided or carried to the account of a fund subsequent to December 31, 1870.

Tenth—Interest falling due and payable on or subsequent to January 1, 1871, is taxable at the rate of 2½ per cent, if such interest accrued either prior to August 1 or subsequent to December 31, 1870. From so much of it as accrued within the last five months of 1870 no tax whatever is to be withheld.

Eleventh—Returns of dividends and surplus profits by the corporations mentioned in section 15, act of July 14, 1870, should be rendered on Form 65 1-2, and returns of interest on Form 68 as revised.

Twelfth—All previous rulings of this office, inconsistent with these instructions are herewith revoked.

A. PLEASONTON, Commissioner.

The corporations to which this ruling refers are banks, trust companies, savings institutions doing general banking business, insurance companies, railroad, canal, canal navigation and slack-water companies.

This exemption, we understand, applies only to the liability of corporations themselves to pay the tax. The individual holder of the stock or bonds will be liable for the tax on all that portion of the dividends and interest upon which the corporation has not paid the tax.

Louisiana.—A very large number of property-owners and tax-payers of New Orleans have subscribed to the following notification:

The undersigned, property-owners and tax-payers of the city of New Orleans, satisfied that the State Legislature has, at its last session, exceeded its power, in the loans, indorsements and other obligations and grants authorized on the part of the State, the total amount of which is limited, by the recent amendment of the Constitution, to \$25,000,000, (already incurred,) as shown by the annexed official statement of the Auditor, take this early opportunity of notifying bankers, brokers and dealers in securities, in this country and Europe, that they consider all such loans, indorsements and pledges as null and of no value; that they will sustain the authorities in resisting their issue, and if issued, will, by every legal means, endeavor to prevent the payment of any interest or principal, or of any tax levied for that purpose. They only recognize the State debt proper, amounting to \$25,021,734 40, as shown in the accompanying exhibit of the Auditor, and they class the "accruing debt" with the illegal legislation referred to:

STATE DEBT—COMPUTED UP TO DEC. 31, 1870—EXISTING DEBT.
State bonds.....\$22,560,233 00
Auditor's warrants and certificates.....1,593,967 44
Miscellaneous debts.....867,533 96

Existing debts.....\$25,021,734 40
Accruing debt.....15,395,000 00

Total.....\$40,416,734 40

It will be seen from the above that the whole amount of State debt authorized by the Constitution is considered to be now outstanding, and therefore the item of "accruing debt," which means all the bonds authorized but not yet issued, would be deemed unconstitutional if negotiated. This includes bonds authorized for the Mississippi and Mexican Gulf Canal; North Louisiana and Texas Railroad; New Orleans, Mobile & Chattanooga Railroad, New Orleans, Baton Rouge and Vicksburg Railroad; and subscriptions to shares of the Mississippi Valley Navigation Company of South and West.

Virginia.—The funding bill has passed the Legislature containing substantially the provisions previously noticed in the CHRONICLE of March 25th on page 360.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific		Chicago and Alton		Chicago & Northwestern		Chi. Rock Is and Pacific		Clev. Col. Cin. & I-	
1870.	1871.	1869.	1870.	1871.		1869.	1870.	1871.	1870.
(742 m.)	(890 m.)	(431 m.)	(431 m.)	(465 m.)		(1,157 m.)	(1,157 m.)	(m.)	(390 m.)
\$413,104	524,480	\$343,181	\$293,978	343,555		\$892,092	\$706,024		\$201,500
394,176	481,085	315,098	316,036	340,301		316,286	753,782		270,148
488,331		388,726	344,366			858,359	500,393		226,897
633,758		328,390	334,653			645,789	500,393		266,789
768,719		345,832	395,044			388,885	443,300		244,161
739,274		402,854	411,986			449,932	507,900		246,046
783,099		351,044	421,485			523,841	529,512		260,169
807,815		493,231	501,049			455,606	462,400		274,021
777,183		506,623	498,635			523,841	529,512		249,355
888,447		408,212	488,658			523,841	529,512		249,355
746,800		397,515	432,492			523,841	529,512		249,355
612,805		340,250	386,598			523,841	529,512		249,355
7,983,513		4,681,562	4,831,731			523,841	529,512		249,355
				Year	13,355,461				249,355
						5,660,936			249,355
							3,280,420		249,355
Illino's Central		Marietta and Cincinnati		Michigan Central		Milwaukee & St. Paul		North Missouri	
1869.	1870.	1869.	1870.	1871.		1869.	1870.	1871.	1870.
(854 m.)	(974 m.)	(1109 m.)	(251 m.)	(251 m.)		(284 m.)	(284 m.)		(404 m.)
\$359,137	\$654,587	639,540	\$99,541	\$90,177		\$384,119	\$337,992		\$213,101
594,693	661,788	565,415	90,298	98,275		320,636	329,127		188,885
709,644	644,374		104,585	101,379		386,527	380,430		196,207
568,282	597,571		106,641	106,246		411,814	412,030		239,161
640,974	695,253		109,752	110,213		403,646	406,283		269,400
7,260	759,214		117,695	111,117		366,623	363,187		259,000
666,228	645,768		116,198	111,127		329,950	326,891		208,493
841,363	861,357		129,096	118,407		353,569	378,880		196,730
670,400	870,584		142,014	132,998		473,546	467,990		229,090
814,496	862,171		135,376	135,531		490,772	511,477		264,690
814,413	841,990		129,306	144,023		484,419	453,873		234,962
996,677	755,232		110,837	141,376		374,542	423,735		266,886
8,826,492	8,851,492		1,391,345	1,418,865		4,749,163	4,791,995		2,883,489
				Year	4,749,163	4,791,995			2,883,489
						7,250,668	8,130,427		
								2,883,489	
Ohio & Mississippi		Pacific of Mo.		Iron Mt.		St. L. Alton & T. Haute.		Toledo, Wab., Western	
1870.	1871.	1870.	1871.	1870.	1871.	1869.	1870.	1871.	1870.
(346 m.)	(393 m.)	(355 m.)	(210 m.)	(210 m.)		(210 m.)	(222 m.)	(210 m.)	(1038 m.)
\$196,787	245,981	\$202,447	212,005	\$93,181		\$132,622	\$152,392	143,468	\$358,529
218,364	258,554	267,867	217,947	95,665		127,817	158,788	240,394	419,573
263,065						175,950	172,216	295,298	327,433
240,465						171,868	172,347	311,839	328,791
246,266						157,397	155,081	312,539	340,892
249,367						154,132	150,719	348,890	348,682
211,219						166,884	166,884	320,800	322,756
300,671						186,884	167,305	450,246	466,431
318,167						202,238	175,453	470,720	508,042
355,187						204,559	168,284	432,368	451,263
316,664						189,351	152,909	323,378	425,687
259,471						168,559	137,794	434,288	386,254
8,182,127									7,522,112
				Year	3,014,542				
						4,362,549	4,426,429		

[April 1, 1871.]

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.	Stock Out- stand- ing.	DIVIDEND.		COMPANIES.	Stock Out- stand- ing.	DIVIDEND.	
		Periods.	Last paid.			Periods.	Last paid.
Date.	Rate.	Date.	Rate.				
Railroads.	PAR			COMPANIES.	PAR		
Albany & Susquehanna*, 100.	8,855,000	First div.	July, '71	Old Colony & Newport, Jan. 21.	100	4,969,020	Jan. & July.
Allegheny Valley, No. 251, 100.	2,241,250	Jan. & July.	....	Orange, Alexan. & Manass., 100	100	4,288,757	Dec., '70
Atlantic and Gulf, 100.	3,691,200	....	....	Oswego and Syracuse*, No. 252, 50	50	482,400	Feb. & Aug.
Atlan. & St. Lawrence*, No. 225, 100.	2,494,900	Mar. & Sep.	Sept., '70	Pacific (of Missouri) No. 256, 100	100	3,711,196	Dec., '70
Atlanta and West Point, No. 279, 100.	1,282,000	Jan. & July.	Jan., '71	Panama, No. 275, 100	100	7,000,000	Jan. & July.
Atlanta and West Point, No. 279, 100.	1,282,000	Jan. & July.	....	Penn. & Indiana, Mar. 11.	100	58,018,512	May & Nov.
Baltimore and Ohio, No. 250, 100.	16,538,362	April & Oct.	Oct., '70	Philad. and Erie, Mar. 11.	100	60,000	Jan. & July.
Washington Branch, 100.	1,650,000	April & Oct.	Oct., '70	do do pref.	100	2,400,000	Jan. & July.
Parkersburg Branch, 50.	7,239,533	....	5	Philadelphia and Read, Feb. 11.	100	30,401,600	Dec., '70
Berkshire, Jan. 21.	600,000	Quarterly.	Jan., '71	Philadel. & Trenton, No. 255, 100	100	1,099,120	Jan. & July.
Boston and Albany, Jan. 21.	10,150,800	Jan. & July.	....	Phila., Ger. & Norrs., No. 255, 100	100	1,597,250	Feb. & Aug.
Bost., C. & M., No. 278, 100.	1,282,000	Jan. & July.	....	Philadel., Wilming. & Baltimore, 50	50	5,920,530	Quarterly.
Boston, Hartford & New Haven, No. 280, 100.	25,000,000	....	....	Pittsb. & Consoli., No. 255, 100	100	1,738,926	Jan. & July.
Boston and Lowell, Jan. 21.	506,	2,215,000	Jan. & July.	do do pref.	100	1,000,000	....
Boston and Maine, Jan. 21.	100,	4,550,000	Jan. & July.	Pitts., F. W. & C. guar., Mar. 11.	100	3,000,000	....
Boston and Providence, Jan. 21.	100,	3,700,000	Jan. & July.	do do pref.	100	3,000,000	....
Buffalo, New York and Erie*, 100.	950,000	June & Dec.	Dec., '70	Portland & Kennebec, No. 258*, 100	100	1,714,285	Quarterly.
Burlington and Missouri River, 100.	1,234,406	....	....	Portland, Yarmouth stock certific.	100	616,700	Jan. & July.
do do pref.	888,000	....	....	Portland Sack & Ports, No. 276, 100	100	202,400	April & Oct.
Camden and Amboy, No. 250, 100.	500,000	Feb. & Aug.	Feb., '71	Providence & Worcester, 100	100	1,500,000	June & Dec.
Camden and Atlantic, No. 251, 50.	377,100	....	....	Rensselaer & Saratoga, No. 253, 100	100	2,000,000	Jan. & July.
do do preferred.	500,000	....	....	Richmond and Danville No. 235, 100	100	6,000,000	Apr. & Oct.
Cape Cod, Jan. 21.	60,	1,915,77	Jan. & July.	Richmond & Petersburg No. 235, 100	100	847,100	....
Catawissa*, No. 255, 100.	50,	1,200,000	Dec., '70	Rutland, No. 248, 100	100	3,000,000	Jan. & July.
Cedar Rapids and Missouri*, 100.	5,880,400	May & Nov.	Nov., '70	St. Louis, F. & T. Haute, 100	100	1,831,400	Dec., '70
Cent. Georgia & Bank, Co. No. 243, 100.	4,666,800	Feb. & Aug.	Feb., '71	do do pref.	100	2,800,000	Feb. & Aug.
Central of New Jersey, No. 270, 100.	15,000,000	June & Dec.	Feb., '71	St. Louis & Iron Mountain, 100	100	2,040,000	Annually.
Central Ohio, 50.	2,425,000	Jan. & July.	Dec., '70	St. Louis, Jackson. & Chicago*, 100	100	10,000,000	Jan. & July.
do preferred.	1,000,000	June & Dec.	Dec., '70	Sandusky & Mansfield & Newark*, 100	100	9,623,730	....
Central Pacific, No. 288, 100.	48,378,740	....	....	Schuylkill Valley*, No. 255, 100	100	576,050	Jan. & July.
Charlotte, Col. & S. L., No. 287, 100.	....	....	....	Shamokin Valley & Pottsville*, 100	100	869,450	Feb. & Aug.
Cheshire, preferred, Jan. 21.	100,	2,085,925	Jan. & July.	South Penn. R. R., 100	100	638,200	Jan. & July.
Chicago and Alton, Mar. 25.	100,	8,924,500	Mar. & Sept.	South Side (P. & L.), 100	100	5,819,275	Quarterly.
do do preferred.	100,	2,425,400	Mar. & Sept.	South West, Georgia*, No. 220, 100	100	3,939,900	Feb. & Aug.
Chic., Burling. & Quincy No. 269, 100.	17,590,000	Mar. & Sept.	Mar., '71	Syracuse, Bingham & N. Y., No. 252, 100	100	1,693,225	Jan. & July.
Chicago, Iowa and Nebraska*, 100.	3,916,200	Jan. & July.	....	Tre Hante and Indianapolis, 100	100	1,988,150	Jan. & July.
Chicago and Northwest, No. 273, 100.	14,674,200	June & Dec.	Dec., '70	Toledo, Peoria & Warsaw, 100	100	3,000,000	....
U. S. Rock Is. & Pac. No. 263, 100.	10,700,000	April & Oct.	April, '71	do E. & W. D., 1st pref., 100	100	1,700,000	....
Cin., Hamilton & Dayton, No. 268, 100.	3,500,000	April & Oct.	April, '71	do do pref.	100	1,000,000	....
Cincin. Sand & Cle., No. 275, 100.	2,967,500	....	....	Toledo, Wash. & West, No. 255, 100	100	14,000,000	Jan. & July.
do preferred.	100,	428,645	May & Nov.	Union Pacific, Mar. 18.	100	36,745,000	May & Nov.
Cincinnati & Evansville, No. 261, 100.	1,415,000	Feb. & Aug.	Feb., '71	Utica and Black River, No. 222, 100	100	1,686,000	Jan. & July.
Clev., Col., Cin. & Ind., No. 233, 100.	11,650,000	Feb. & Aug.	Feb., '71	Vermont and Canada, 100	100	2,500,000	June & Dec.
Cleveland & Mahoning*, No. 262, 100.	2,056,750	May & Nov.	Feb., '71	Virginia and Tennessee, Jan. 21.	100	2,860,000	Jan. & July.
Cleveland and Pittsburg, Jan. 23.	7,482,225	Quarterly.	Feb., '71	do do pref.	100	2,959,800	....
Colum., Chic., & N. G., No. 247, 100.	11,100,000	Quarterly.	Dec., '70	Western (N. Carolina), 100	100	2,000,000	Jan. & July.
Columbus and Xenia*, 50.	1,786,800	Quarterly.	Dec., '70	Worcester and Nashua, Jan. 21, 100	100	1,309,000	Jan. & July.
Concord, 100.	1,600,000	May & Nov.	Nov., '70	Worchester and Nashua, Jan. 21, 100	100	1,400,553	Jan. & July.
Concord and Portsmouth, 100.	3,831,000	Jan. & July.	....	Canal.			
Conn. & Passaic, No. 261, 100.	2,454,200	Feb. & Aug.	....	Chesapeake and Delaware, 100	100	1,983,563	June & Dec.
Connecticut River, Jan. 21.	100,	1,700,000	Jan. & July.	Delaware and Atlantic, 100	100	8,229,594	Feb. & Aug.
Cumberland Valley, No. 235, 50.	5,136,900	April & Oct.	Feb., '71	Delaware and Hudson, 100	100	15,000,000	Feb. & Aug.
Dayton and Michigan No. 263, 50.	2,400,000	....	....	Lehigh Coal and Nav., No. 256, 100	100	4,999,400	May & Nov.
Delaware, Lack. & West., No. 225, 100.	16,277,500	Jan. & July.	Monongahela Navigation Co., 100	100	8,739,800	Jan. & July.	
Delaware and Maryland No. 249, 100.	5,100,000	Jan. & July.	Dec., '70	Morris (consolidated) No. 254, 100	100	1,025,000	Feb. & Aug.
do do pref.	2,095,000	Dec. & Aug.	Dec., '70	do do preferred.	100	1,175,000	Feb. & Aug.
Dubuque and Sioux City*, 100.	5,000,000	Jan. & July.	Dec., '70	Pennsylvania, 100	100	4,000,000	Feb. & Aug.
Eastern (Mass.), Jan. 21.	100,	4,062,600	Jan. & July.	do do pref.	100	908,307	Feb. & Aug.
East Tenn. Va. & Geor., No. 284, 100.	3,192,000	Jan. & July.	Jan., '71	Susquehanna & T. L. Water, 100	100	2,002,746	Feb. & Aug.
Eliz. & Williamsport*, No. 225, 50.	500,000	May & Nov.	....	Union, preferred.	100	2,907,850	Jan. & July.
Erie, Jan. 28.	100,	75,000	Feb. & Aug.	West Branch and S. I. Seaway, 100	100	1,100,000	Jan. & July.
do preferred.	100,	8,536,900	....	Miscellaneous.			
Erie and Pittsburg, No. 255, 100.	1,996,250	Quarterly.	Dec., '70	Cool.—American, 20	20	1,500,000	Mar. & Sept.
Fitchburg, 100.	3,740,000	Jan. & July.	Dec., '70	Ashburton, 20	20	2,500,000	Dec., '70
Georgia, No. 259.	4,156,000	Jan. & July.	Aug., '70	Butler, 25	25	500,000	June & Dec.
Hannibal and St. Joseph, Jan. 21.	4,151,000	....	....	Consolidation Md., 100	100	10,250,000	Jan., '71
do do pref.	1,000,	5,000,000	....	Cumberland Coal & Iron, 100	100	500,000	....
Hartford & N. Haven, Jan. 21.	100,	3,800,000	Quarterly.	Maryland Coal Co., 100	100	4,400,000	....
Housatonic, preferred.	100,	2,000,000	Jan. & July.	Penn. Central, 100	100	4,000,000	Quarterly.
Huntingdon and Broad Top*, 100.	615,950	....	....	Spring Mountain, 100	100	1,250,000	Jan. & July.
do do pref.	100,	2,050,000	Dec., '70	do Wilkesbarre, 100	100	3,400,000	May & Nov.
Louisv., Cin. & Lex., pri. No. 276, 100.	212,850	Jan. & July.	Feb., '71	Wyoming Valley, 100	100	1,250,000	Feb. & Aug.
Illinoi Central, No. 248, 100.	25,280,240	Feb. & Aug.	Feb., '71	Gas—Brooklyn, 20	20	2,000,000	Feb. & Aug.
Indianspol. Cin. & Maysville, No. 270, 100.	5,611,500	Mar. & Sept.	....	Citizens (Brooklyn), 20	20	1,200,000	Jan. & July.
Kansas Pacific, Mar. 25.	8,872,500	Jan. & July.	....	Jersey City and Hoboken, 100	100	1,200,000	Feb. & Aug.
Lackawanna and Bloomsbury, 100.	1,335,000	....	....	Manhattan, 100	100	388,000	Jan. & July.
Lake Shk. & Mich. South, Feb. 25.	35,000,000	Feb. & Aug.	....	Metropolitan, 100	100	4,000,000	Jan. & July.
Lehigh and Susquehanna, 100.	5,789,800	May & Nov.	....	New York, 100	100	1,000,000	May & Nov.
Little Miami, No. 235, 100.	17,716,400	Quarterly.	Feb., '71	Williamsburg, 50	50	750,000	Jan. & July.
Little Schuylkill, No. 235, 100.	4,107,50	Jan. & July.	....	Improvement—Canton, 16	16	731,250	....
Long Island, No. 232, 100.	30,000,000	Jan. & July.	....	Imperial—Power, 100	100	4,000,000	July, '66
Louisv., Cin. & Lex., pri. No. 276, 100.	848,700	Jan. & July.	....	do Brunswick Cen., 100	100	5,000,000	Jan., '70
Louisv. do common.	1,623,482	Jan. & July.	....	do Atlantic Mail, 100	100	20,000,000	Quarterly.
Louisv. & Nashville No. 284, 100.	6,651,500	Feb. & Aug.	....	do Pacific Mail, No. 257, 100	100	20,000,000	Quarterly.
Macon and Western, 100.	2,800,000	Jan. & July.	....	Trust—Farmers' Loan & Trust, 20	20	3,000,000	Jan. & July.
Maine Central, 100.	2,000,000	Jan. & July.	....	National Trust, 100	100	1,000,000	Jan. & July.
Marietta & Cln., 1st pri. No. 250, 100.	8,130,719	Jan. & Sept.	....	New York Life and Trust, 100	100	1,000,000	Feb. & Aug.
do do common.	4,460,363	Mar. & Sept.	....	Union Trust, 100	100	1,000,000	Jan. & July.
Manchester & Lawrence, No. 247, 100.	1,000,000	May & Nov.	....	United States Tr., 100	100	1,200,000	Jan. & July.
Memphis and Charlotte, No. 275, 100.	5,812,725	June & Dec.	....	Miners & Miners Gold, 100	100	8,686,000	....
Michigan Central and St. Paul, No. 235, 100.	13,225,568	Jan. & July.	....	Mariposa Gold, 100	100	2,324,000	Jan. & July.
Milwaukee and St. Paul, No. 268, 100.	10,424,903	January.	....	do Quicksilver preferred, 100	100	4,900,000	....
do do pref.	100,	10,424,903	Jan. & July.	do common, 100	100	5,700,000	....
Mine Hill & Sch. Haven*, No. 255, 100.	3,836,450	Jan. & July.	....	Car—Pullman Palace, 100	100	1,000,000	Quarterly.
Mississippi Central*, 100.	2,948,785	....	....		
Mobile & Montg. pref. No. 283, 100.	1,738,700	....	....		
Montgomery & Ohio, No. 259, 100.	4,268,620	....	....		
Morris and Essex*, No. 280, 100.	1,641,300	June & Dec.	....			
Nashua and Lowell, Jan. 21.	500,000	Jan. & July.	....			
Nashv. & Chattanooga No. 220, 100.	2,056,544	May & Nov.	....			
Naugatuck, No. 195, 100.	1,864,400	Feb. & Aug.	....			
New Bed. & Taunton, Jan. 21.	500,000	Jan. & July.	....			
New Eng. & Northw., Jan. 21.	2,100,000	Jan. & July.	....			
New Eng. & Northw., Jan. 21.	2,100,000	Jan. & July.	....			
New Jersey, No. 250, 100.	6,230,000	Feb. & Aug.	....			
do script.	100,	1,000,000	Jan. & July.				
North Carolina, No. 267, 100.	8,000,000	Jan. & July.	....			
Northern N. H. & P., No. 257, 100.	3,068,400	June & Dec.	....			
Northeast, (S. Carolina), No. 201.	5,000,000	May & Nov.	....			
do do 8 do 8 p. c. pre.	100,	155,000	May & Nov.				
North Missouri, No. 239, 100.	8,000,000	....	....		

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Pages 3 and 4 of Bonds will be published Next week.

COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED.	Amount Out- standing	INTEREST.			Principal payable.	COMPANIES, AND CHARAC- TER OF SECURITIES ISSUED.	Amount Out- standing	INTEREST.			Principal payable.	
		Rate.	When paid.	Where paid.				Rate.	When paid.	Where paid.		
Railroads:												
Sacramento Valley (Jan. 1, '70); 1st Mortgage (gold).....	400,000	10	J. & J.	New York	1875	Vermont & Mass. (Mar. '71); 1st Mortgage, sinking fund.....	500,100	6	J. & J.	Boston.	1888	
2d Mortgage (gold).....	329,000	10	F. & A.	Sacram'to	1881	Bonds convertible, tax free.....	200,000	7	J. & J.	"	1879	
St. Joseph & Denver City; 1st Mortgage (gold) tax free.....	1,500,000	8	F. & A.	N.Y.or L'n	1890	1st Mortgage on 24 miles (cou.)	386,000	7	A. & O.	New York	1860	
St. L., Atch. & T. (July 1, '69); 1st Mort. (series A) sink. fund.....	1,100,000	7	J. & J.	New York	1894	1st Mortgage	114,000	6	A. & O.	"	1860	
1st Mort. (series B) sink. fund.....	1,100,000	7	A. & O.	"	1894	2d Mortgage	293,200	7	A. & O.	"	1859	
1st Mort. (series C).....	1,400,000	7	F. & A.	"	1894	Virginia & Tennessee (Oct. 1, '69); 1st Mortgage	484,000	6	J. & J.	New York	1872	
2d Mort. (series D).....	1,400,000	7	M. & N.	"	1894	2d enlarged) Mortgage.....	990,000	6	J. & J.	"	1884	
2d Mort. (income).....	1,700,000	7	M. & N.	"	1894	4th Mortgage, for \$1,000,000.....	778,000	8	J. & J.	"	1900	
St. Louis & San Fran. (July 1, '69); 1st Mortgage	4,000,000	7	F. & A.	New York	1892	Income Bonds.....	119,000	5	J. & J.	"	1865	
St. Louis & San Fran. (July 1, '69); 1st Mort. (gold).....	2,365,000	7	A. & O.	New York	1894	4th Mortgage (funding).....	778,000	8	J. & J.	"	1900	
St. Louis & San Fran. (July 1, '69); 2d Mort. (gold) tax free.....	360,000	7	J. & J.	"	1894	Repairs, etc. (Aug. 1, '70); 1st Mortgage	112,444	8	J. & J.	"	1850	
St. Louis & San Fran. (July 1, '69); 1st Mort. (gold) tax free.....	16,000,000	7	M. & N.	New York	1895	Wickesburg & Merid. (Mar. 1, '70); Consol. Mort., 1st class	683,500	7	J. & J.	Philadel.	1890	
St. Louis & San Fran. (July 1, '69); 1st Mort. (gold) tax free (gold).....	1,000,000	6	M. & N.	New York	1896	Conso. Mort., 2d class.....	849,000	7	"	"	1890	
St. Louis & San Fran. (Apr. 1, '70); 1st Mortgage (gold).....	1,000,000	6	M. & N.	New York	1896	Conso. Mort., 3d class.....	120,000	7	"	"	1890	
St. Louis & San Fran. (Apr. 1, '70); 1st Mortgage (gold).....	1,000,000	6	J. & J.	New York	1896	Conso. Mort., 4th class.....	1,102,000	7	"	"	1890	
St. Louis & T. Haute (Mar. '71); 1st M.skg fd (guar.)	1,900,000	7	J. & J.	New York	1897	Warren (Jan. 1, '70); 1st Mort. registered	511,400	7	F. & A.	New York	1873	
St. Louis & T. Haute (Mar. '71); 2d M.skg fd (guar.)	2,600,000	7	M. & N.	"	1898	West Western & Phila. (Nov. 1, '69); 1st Mortgage, convertible.....	400,000	6	J. & J.	Philadel.	1873	
St. Paul & Pac. 1st Div. (Jan. 1, '70); 1st Mort. (gold) tax free.....	120,000	8	M. & S.	New York	1892	3d Mortgage, registered.....	537,500	8	A. & O.	"	1873	
St. Paul & Pac. 1st Div. (Jan. 1, '70); 1st Mort. (gold) tax free (gold).....	700,000	7	J. & J.	"	1892	West Jersey (Jan. 1, '70); Loan of 1883.....	400,000	6	M. & S.	Camden	1888	
St. Paul & Pac. 1st Div. (Jan. 1, '70); 1st Mort. (gold) tax free (gold).....	1,300,000	7	J. & J.	"	1892	Loan of 1886, 1st Mort.	1,000,000	6	J. & J.	"	1896	
General Mort., for \$2,020,000.....	750,000	7	J. & J.	Londen.	188	John & C. M. Erie (Mar. 1, '70); West Shore Hud. Rte. (Oct. 1, '70); 1st Mortgage	316,500	7	A. & O.	"	1899	
1st Mort. (gold) sterlin.....	1,000,000	7	J. & J.	New York	1896	1st Mort.	676,300	7	"	New York	18..	
1st Mort. (gold) sterlin.....	1,000,000	7	J. & J.	"	1896	West Wisconsin (May 1, '70); 1st Mort. L. G.	1,000,000	6	J. & J.	N.Y. & Lon	'84-'85	
St. Paul & St. Louis City (Mar. 1, '71); 1st Mort. for \$16,000 per mile.....	100,000	7	J. & J.	New York	1896	Western Maryland (Feb. '71); 1st Mort., endor by Baltimore	200,000	6	J. & J.	Baltimore.	1890	
St. Paul & St. Louis City (Mar. 1, '71); 1st Mort., new, 1889.....	2,307,000	7	J. & J.	New York	1900	1st Mort., endor by Baltimore.....	400,000	6	J. & J.	"	1890	
Savannah & Charleston;.....	500,00	7	J. & J.	New York	1889	2d Mort., endor by Wash. Co.	300,000	6	J. & J.	"	1890	
1st Mortgage (gold).....	500,00	7	J. & J.	New York	1889	2d preferred Mort., unendorsed	400,000	6	J. & J.	"	1890	
Selma, Mobile & Memphis;.....	1st Mort. (gold) guar. by Ala.	320,000	8	J. & J.	New York	1890	New Mort., guar. by Baltimore.....	500,000	6	J. & J.	"	1900
Selma, Home & Dalton (Feb. '71); 1st Mort. (Ala. & Tenn. Rivers).....	838,500	7	J. & J.	New York	1892	Western Pacific;.....	2,735,000	6	M. & N.	New York	1899	
Selma, Home & Dalton (Feb. '71); 2d Mort. (Ala. & Tenn. Rivers).....	241,000	8	J. & J.	"	1892	Govt. Bonds (gold).....	1,970,000	6	"	"	....
Gen. Mort., for \$2,000,000.....	3,000,000	7	A. & O.	"	1892	estd Pennsylvania (Nov. 1, '69); 1st Mortgage, guaranteed.....	1,800,000	6	Vari.	Philadel.	'96-'96	
Shamokin & Pott's (Nov. 1, '69); 1st Mortgage guaranteed.....	700,000	7	F. & A.	Philadel.	1872	Western Union (Feb. '71); 1st Mortgage.....	3,275,000	7	F. & A.	New York	1896	
Sheboygan & Du Lac (Mar. 1, '71); 1st Mortgage.....	750,000	7	J. & D.	New York	1884	1st Mortgage.....	280,000	7	J. & J.	New York	1873	
Sioux City & Pacific (Feb. '71); 1st Mort. on 105 miles (coupon).....	1,620,000	6	J. & J.	New York	1898	Whitehall & Platts. (Feb. '71); 1st Mort. of 36 miles (coup).....	198,887	6	J. & J.	London.	1886	
Sioux City & Pacific (Feb. '71); 2d Mort. (government subsidy).....	1,620,320	6	J. & J.	"	1898	Wicomico & Poconome (Jan. 1, '71); 1st Mortgage.....	1,500,000	7	M. & N.	New York	1873	
Somerset & Nebecue (Jan. 1, '70); 1st Mortgage.....	300,000	6	J. & D.	Augusta.	1874	Wm. Charl. & Rutherford's (Oct. 1, '69); 1st Mortgage, new.....	176,000	6	J. & J.	Philadel.	1888	
1st Mortgage.....	250,000	6	J. & D.	"	1876	1st Mortgage.....	1,300,000	7	"	"	....
South Carolina (Feb. '71); Sterling loan, £425,912 10s.	1,492,015	5	J. & J.	London.	78-'88	Wilmington & Read. (Feb. '70); 1st Mortgage.....	788,300	7	A. & O.	Philadel.	1900	
Domestic Bonds (H.).....	306,500	6	A. & O.	Charlest'n	71-'72	Wilmington & Weldon (Oct. 1, '69); 1st Mort. of 36 miles (coup).....	578,887	6	J. & J.	"	1881	
Domestic Bonds (I.).....	312,500	6	J. & J.	"	1872	1st Mort. of 36 miles (coup).....	197,100	7	M. & N.	London.	1886	
Domestic Bonds (K.).....	1,272,000	7	A. & O.	"	1872	1st Mort. of 36 miles (coup).....	710,000	7	J. & J.	New York	1897	
Domestic Bonds (special).....	76,000	7	J. & J.	"	1872	Street Passenger R.R.; Bleeker St. & Fulton F. (Oct. 1, '70); Broadway & 7th Ave. (Oct. 1, '70); Brooklyn & 3rd Ave. (Oct. 1, '69); Brooklyn & Grand st. Ferry (Oct. 1, '70); 1st Mortgage.....	694,000	7	J. & J.	New York	1880	
Real Estate Bonds, F.....	30,000	7	A. & O.	"	1872	1st Mortgage.....	1,500,000	7	J. & D.	New York	1884	
1st Mortgage Bonds, L.....	60,000	7	J. & J.	New York	1888	1st Mortgage.....	300,000	7	J. & J.	Brooklyn.	1872	
Southern Central;.....	1,500,000	7	F. & A.	"	1899	1st Mortgage.....	200,000	7	A. & O.	New York	1871	
South & N. Alabama (Feb. 1, '71); 1st Mort. (N. A.) 133 m.	150,000	8	J. & J.	New York	1890	9th Avenue (Oct. 1, '70); 1st Mortgage.....	167,000	7	J. & J.	New York	18..	
South Side, V. S. (Oct. 1, '69); Consol. M. (1st pref.) for \$69,000.....	258,000	8	J. & J.	New York	1840	Second Avenue (Oct. 1, '70); 1st Mortgage.....	280,000	7	J. & D.	New York	1877	
Consol. M. (1st pref.) for \$450,000.....	574,400	6	J. & J.	Petersb'r'g	84-'90	2d Mortgage.....	200,000	7	F. & A.	"	1876	
Consol. M. (1st pref.) for \$450,000.....	407,800	6	J. & J.	"	1890	3d Mortgage.....	150,000	7	A. & O.	"	1885	
Va. State Loan (suspended).....	800,000	6	J. & J.	New York	1887	Consolidated convertible.....	875,000	7	M. & N.	"	1888	
2d Mort. Petersburg guarantee.....	31,700	6	J. & J.	Petersb'r'g	70-'72	Sixth Avenue (Oct. 1, '70); 1st Mortgage.....	250,000	7	J. & J.	New York	1890	
3d Mortgage.....	52,400	6	J. & J.	"	1872	Third Avenue (Oct. 1, '70); Plain Bonds (tax free).....	1,780,000	7	J. & J.	New York	1890	
Southern Minnesota (Jan. 1, '69); 1st Mort. 10-20 years.....	20,000 p.m.	8	J. & J.	New York	1888	Canal;.....	2,089,400	6	J. & J.	Philadel.	1886	
Southern Pacific (Mar. 1, '70); 1st Mort. (gold) tax free.....	1,000,000	6	J. & J.	Boston.	1898	1st Mortgage.....	1,000,000	6	J. & J.	Philadel.	1870	
1st Mort. (gold) tax free.....	1,000,000	6	F. & A.	"	1898	2d Mortgage.....	280,000	7	J. & J.	"	1877	
1st Mort. (gold) tax free.....	1,000,000	6	J. & J.	"	1898	3d Mortgage.....	150,000	7	J. & J.	"	1885	
Company Bonds.....	399,000	7	Var.	Macon	77-'80	6th Avenue (Oct. 1, '69); 1st Mortgage.....	700,000	7	M. & S.	New York	1874	
Muscogee RR bonds.....	300,000	7	....	"	1872	8th Avenue (Oct. 1, '69); 1st Mortgage.....	208,000	7	J. & J.	New York	18..
States Island (Oct. 1, '70); 1st Mortgage.....	200,000	7	J. & J.	New York	1886	42d st. & Grand st. Ferry (Oct. 1, '70); 1st Mortgage.....	62,000	7	A. & O.	New York	1871	
Sterling Mountain (Oct. 1, '69); 1st Mortgage.....	850,000	7	....	"	1872	1st Mortgage.....	200,000	7	A. & O.	New York	1871
Summit Branch (Dec. 1, '70); 1st Mortgage.....	204,000	6	J. & J.	Philadel.	1873	9th Avenue (Oct. 1, '70); 1st Mortgage.....	167,000	7	J. & J.	New York	18..	
Sullivan (Jan. 1, '70); 1st Mortgage.....	500,000	6	J. & J.	New York	1888	Second Avenue (Oct. 1, '70); 1st Mortgage.....	280,000	7	J. & D.	New York	1877	
2d Mortgage.....	250,000	6	F. & A.	"	1898	3d Mortgage.....	150,000	7	F. & A.	"	1885	
2d Mortgage.....	250,000	6	J. & J.	"	1898	4th Mortgage.....	875,000	7	M. & N.	"	1888	
Sussex (Jan. 1, '71); 1st Mortgage.....	200,000	6	....	"	1898	5th Mortgage (for interest).....	743,654	7	J. & J.	Philadel.	1865
Syracuse & N. Y. (Oct. 1, '70); 1st Mortgage.....	1,695,825	7	A. & O.	New York	1879	Bonds for interest.....	161,960	7	J. & J.	"	1873	
Terr Haute & Indianapolis (Feb. '71); Mortgage Bonds of 1869.....	800,000	7	A. & O.	New York	1879	Leigh Navigation (Nov. 1, '69); Loans of 1873.....	54,800	6	J. & J.	Philadel.	1876	
Terr Haute & Indianapolis (Feb. '71); Mortgage Bonds of 1869.....	1,800,000	7	F. & A.	New York	1896	Loans of 1884.....	5,656,099	6	Q.-J.	"	1884	
1st Mortgage (gold).....	1,600,000	7	J. & D.	"	1894	Loans of 1897.....	4,375,000	5	Q.-F.	"	1897	
1st Mortgage (gold).....	1,600,000	7	A. & O.	"	1895	Convertible Loan of 1877.....	3,000,000	6	J. & D.	"	1877	
2d Mortgage (gold).....	1,800,000	7	J. & D.	"	1896	Morris' (Feb. '70); 1st and 2d Mortgages.....	1,496,673	6	J. & D.	Philadel.	1873	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	900,000	7	F. & A.	New York	1890	Bonds Loan, sinking fund.....	782,250	6	A. & O.	Jersey City	1876	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	2,500,000	10	A. & O.	"	1891	Bonds Loan, sinking fund.....	229,425	7	A. & O.	"	1885	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	1,771,000	7	F. & A.	"	1892	1st Mortgage.....	1,751,213	6	M. & S.	Philadel.	1872	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	500,000	7	M. & N.	"	1892	2d Mortgage.....	4,016,670	6	J. & J.	"	1882	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	300,000	7	F. & A.	"	1893	Improvement.....	308,500	6	M. & N.	"	1870	
Equip't bds of 15% conv. S.F. (1st Mort. & Western) (Jan. 1, '70); 1st Mort. (Tol. & Ill., 75 m.)	1,000,000	7	M. & N.	"	1893							

[April 1, 1871.]

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 1871.

There has been a quiet tone to trade circles the past week. The leading staples of domestic produce, Cotton, Breadstuffs, Provisions and Tobacco, are regarded as rather dear, in view of the large quantities in store or coming forward from interior markets, and holders, while unwilling to give way in prices, are desirous of selling. Of foreign goods the market is well supplied, and trade with the interior not very brisk. The effect of such a state of affairs is not, of course, altogether satisfactory.

Cotton has been drooping, closing at 15@15½c. for Middle Uplands. Breadstuffs have been irregular; closing prices are \$6 50@6 80 for Flour, shipping extras; \$1 57@1 61 for New Spring Wheat, and 83@83½c. for prime mixed Corn. Groceries have been dull, except Sugars, which have met with a large demand, at 9@9½c. for fair to good refining, but the close was quiet.

Metals have been without movement of moment, except in Strait's Tin, which advanced to 33@33½c., gold. The sales were about 10,000 slabs. There is more inquiry for Scotch Pig Iron at the close, with prices unsettled; Glengarnoch last sold at \$32 50, currency, to arrive.

East India Goods have been quiet, except Calcutta Linseed, which, after free sales closes firmer at \$2 27½@2 30, gold, per 56 lbs.

Tobacco has been more steady. In Kentucky Leaf, the sales of the week have been about 500 hds., of which 350 hds. for export and 150 hds. to cutters and dealers. Prices have been steady at the decline previously noted; lugs, 6@6½c., leaf, 7@12c. In Seed Leaf Tobacco there has been a large movement, mainly speculative, but prices have not been reported; the sales include 1,900 cases new Pennsylvania, in some half dozen different lots, all on private terms; a line of new Wisconsin at 23½c., and some old Pennsylvania wrappers at 30@33c. Spanish Tobacco was less active, with sales of 100 bales Yara on private terms, and 300 do. Havana, at 90@\$1 05, currency, duty paid.

Provisions have been generally depressed. The outward movement has been much reduced, and stocks of hog products show some accumulation, while holders of Beef and other products of neat cattle have shown some anxiety to reduce stocks. New Mess Pork touched \$21 on Wednesday, but closed with some business for early delivery, at \$21 25; Lard, 12½@12½c. for Prime Western Steam; Bacon, 9½@10c. for Cumberland. Some lines of old Butter have sold for export at 13@16c., and prime factory Cheese declined to 16c.

Hides have been rather quiet but firm, at 24½c. gold, for Prime Buenos Ayres. Leather is dull, with prices drooping. Tallow moderately active for export at 8½@9c. Whiskey, with smaller receipts, has slightly advanced. Clover seed has materially declined, Canadian selling to-day at 9½c. in bond. Hops have been active for export and home use at full and improving prices. Shipping hay has advanced to \$1 20 from scarcity.

In Naval Stores, Rosins have been quiet and firm, but Spirits Turpentine has been fluctuating, closing quiet. In Oils the only change is the advance of Linseed Oil to 85@87c. for whole and jobbing parcels. Petroleum has declined, leading to a fair business. Refined closed at 23c on the spot. Fruit and Fish have been dull.

Wool has become very quiet. Woolen goods are doing well, and manufacturers have almost wholly retired from the market for the raw material.

Freights have been dull, until to-day, when there were large shipments of grain at 5½d. by sail and 6d@6½d by steam to Liverpool and 6d by sail to Glasgow. The rate for Cotton to Liverpool by steam is 5-10@8d, but shipments limited, and little besides grain going forward.

Exports of Leading Articles from New York.
The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

ARTICLES.	Exports since January 1 to									
	Great Britain.	Ireland.	Other N. Europe.	China & Australia.	Other S. Europe.	Other N. America.	Brazil.	Mexico.	Other W. Indies.	Hayti.
Provisions—Flour	207,165 bbls.	21,138 bbls.	92,053 bbls.	14,738 bbls.	7,300 bbls.	1,950 cases &c.	49,110 bbls.	15,285 bbls.	13,791 bbls.	26,339
Corn meal	1,915,543 bush.	1,166,148 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.	1,915,543 bush.
Rye	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.	15,986 bush.
Barley	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.	1,600 bush.
Pasta	204,089 bush.	2,794 bush.	14,586 bush.	14,586 bush.	100 bush.	869 bush.	171 bush.	3,000 bush.	116 bush.	950
Candles	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.	35,986 tons.
Coal	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.	4,478 bush.
Coffee	100 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.
Cotton	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.	1,107 bales.
Drugs	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.	535 bales.
Hops	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.	6,209 bush.
Naval st.—Sp. Turp.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.	41,417 bush.
Rubber	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.
Tar	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.
Olive oil	100 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.	813 bush.
Oil—Petroleum	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.	2,717,240 gall.
Sperm	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.	170,148 gall.
Lard	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.	1,510 gall.
Provisions—Pork	32,946 bush.	2,317 bush.	30,938 bush.	32,946 bush.	32,946 bush.	32,946 bush.	32,946 bush.	32,946 bush.	32,946 bush.	32,946 bush.
Beef	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.
Bacon, &c.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.	4,891 bush.
Butter	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.
Cheese	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.
Lard	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.
Rice	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.
Tallow	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.	100 bush.
Tonece	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.
Whalebone	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.	1,100 bush.
Total Values, 1871.	7,168,678 Value,	4,163,314 Value,	2,613,920 Value,	2,050,668 Value,	4,254,110 Value,	611,883 Value,	276,966 Value,	1,759,618 Value,	370,966 Value,	41,441,923 Value,
Total Values, 1870.	7,168,178 Value,	4,163,011 Value,	2,613,590 Value,	2,050,398 Value,	4,256,477 Value,	614,619 Value,	266,360 Value,	1,759,722 Value,	370,565 Value,	41,337,983 Value,

Receipts of Domestic Produce for the week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1870, have been as follows:

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Bees...pkgs.	120	1,827	2,20	Oil cake, pkgs...	200	4,028	14,303
Breadstuffs...				Oil, lard...	135	1,081	680
Flour,bbls.	54,825	673,885	591,515	Peanuts, bags...	938	33,339	29,884
Wheat,bbls.	61,438	651,312	548,506	Provisions...			
Corn...	356,183	1,862,921	555,941	Butter, pkgs...	6,016	17,833	117,833
Oats...	61,660	482,008	493,500	Cheese...	7,031	72,854	52,207
Barley...				Cumate...	4,016	85,719	52,816
Grass seed...	48,894	205,000	49,500	Meat...	1,501	3,101	3,271
Beans...	4,129	129,115	48,028	Pork...	10,061	99,943	54,577
Peas...	5,14	8,587	23,923	Beef, pkgs...	4,293	69,493	48,261
C. meat,bbls.	25,618	379,39	225,919	Lard, pkgs...	4,760	108,681	45,653
Deer,bales...	73	371	47	Lard, kegs...	119	5,380	7,717
Camp.,bales...	3,916	108,900	114,000	Rice, pkgs...	429	7,255	5,441
Hides...No.	1,632	9,514	15,068	Starch...	4,705	45,049	45,865
Hops...	4,807	67,159	63,307	Steering...	114	6,000	2,471
Leather sides...	48	41,024	12,571	Sugar, hds...	541	13,045	3,888
Molasses,bbls.				Tallow, pkgs...	6,763	9,064	
Navy oil,turp,hn.	173	1,680	2,956	Tobacco, pkgs...	5,453	45,917	17,048
Spirits,turp.	76	10,929	12,913	Tobacco, hds...	2,140	11,238	8,515
Rosin...	11,801	120,700	175,000	Whiskey, bbls...	3,130	43,311	58,196
Tar...	541	4,336	24,929	Wool, bales...	549	16,345	22,331
Pitch...		150	1,387	Dressed hogs No.	....	90,114	65,447

COTTON.

FRIDAY, P. M., March 31, 1871.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening March 31. From the figures thus obtained it appears that the total receipts for the seven days have reached 71,744 bales against 81,426 bales last week, 102,484 bales the previous week, and 136,533 bales three weeks since, making the total receipts since the first of September, 1870, 3,312,231 bales against 2,406,346 bales for the same period of 1869-70, showing an increase since September 1 this year of 905,885 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1870 are as follows:

RECEIPTS		RECEIPTS		RECEIPTS	
Rec'd this week at—	1871.	1870.	Rec'd this week at—	1871.	1870.
New Orleans bales	32,235	26,225	Florida...bales	298	44
Mobile	5,470	2,621	North Carolina...	443	505
Charleston	3,559	—	Virginia...	6,891	1,899
Savannah	10,532	3,785	Total receipts.....	71,744	46,581
Texas	4,633	4,500	Increase this year...	29,257	
Tennessee, &c.	8,176	4,588			

The exports for the week ending this evening reach a total of 111,741 bales, of which 65,661 were to Great Britain, 11,119 France and 34,961 to rest of the Continent, while the stocks as made up this evening, are now 579,731 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Week ending M'ch 31.	Exported to—		Total this week.	Same w'k 1870.	Stock.	
	G. Brit	Contin't			1871.	1870.
New Orleans.....	26,237	22,969	49,126	83,081	235,077	182,488
Mobile.....	1,14	8,533	1,373	55,386	59,038	—
Charleston.....	1,532	—	1,532	5,308	21,597	15,005
Savannah.....	11,911	8,980	20,591	8,457	53,334	45,968
Texas.....	1,040	990	2,020	7,913	60,277	37,000
New York.....	19,887	7,554	27,441	10,393	111,000	55,000
Other ports.....	—	1,843	—	—	35,000	24,000
Total.....	65,661	46,680	111,741	72,523	579,731	432,296
Total since Sept. 1.....	1,766,027	501,652	2,277,619	1,541,409	—	—

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 39,216 bales, while the stocks to-night are 147,495 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to March 24, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—		North-ern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other Foreign Total.	
New Orleans.....	114,882	920,651	571,351	7,825	249,977	620,153
Mobile.....	347,925	260,557	183,004	—	34,921	210,015
Charleston.....	301,519	193,990	117,222	—	27,283	144,508
Savannah.....	646,536	495,151	256,806	—	76,393	365,099
Texas.....	199,932	182,935	94,025	—	12,926	106,955
New York.....	179,784	95,039	432,832	2,704	39,265	474,801
Florida.....	11,051	18,454	—	—	—	116,000
North Carolina.....	10,777	10,437	—	—	—	1,241
Virginia.....	375,991	173,357	2,93	—	70	77,658
Other ports.....	50,339	49,281	18,091	—	14,376	32,883
Total this year.....	3240,487	—	1710,366	10,529	445,043	2165,938
Total last year	2359,765	970,252	283,246	265,406	1468,884	663,144

The market during the past week has been quiet and dull. In fact there has been nothing to stimulate any speculative movement. At Liverpool the buoyancy of last week has been followed by considerable steadiness in tone and quotations, but no further advance has been established, the close to-day being reported dull at 7½d. for Middling Uplands, the same as last Friday. Our market therefore has received no strength from Liverpool. At the Southern ports, too, we have had continued free receipts, showing that much cotton yet remains to come forward; while the unfavorable news from France indicates that the old demand from that

country cannot be anticipated at present. These facts, together with the early settlement of the contracts maturing this month, have withdrawn all speculative spirit from the market, and the feeling has been dull. Still there has been no pressure to sell, although buyers have found no difficulty in supplying their wants, and frequently at a shade below the market. The close to-night was dull at the prices of last Friday, except for Ordinary, which was ¼c. off. For forward delivery the business has been fair, but prices are about ¼c lower, Low Middling being quoted to-night for March, 14 1-16c.; for April, 13 ¾c.; for May, 13 11-16c.; for June, 13 ¾c.; for July, 13 ¾c.; and for August, 14c. The total sales of this description for the week have been 65,300 bales, including 1,100 free on board. For immediate delivery the total sales foot up this week 21,380 bales, including 1,576 bales to arrive, of which 3,186 bales were taken by spinners, 917 bales on speculation, 15,294 bales for export, and 1,989 bales in transit. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	10 1/2	11 1/2	11 1/2	11 1/2
Good Ordinary.....	12 1/2	12 1/2	12 1/2	12 1/2
Low Middling.....	11 1/2	14 1/2	14 1/2	14 1/2
Middling.....	13 1/2	15 1/2	15 1/2	15 1/2
Good Middling.....	14 1/2	16 1/2	16 1/2	16 1/2

Below we give the total sales of cotton and price of Uplands at this market each day of the past week:

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling
Saturday.....	3,811	11 1/2	12 1/2	14 1/2	15 1/2
Monday.....	4,897	11 1/2	12 1/2	14 1/2	15 1/2
Tuesday.....	2,485	11 1/2	12 1/2	14 1/2	15 1/2
Wednesday.....	5,262	10 1/2	12 1/2	14 1/2	15 1/2
Thursday.....	3,240	10 1/2	12 1/2	14 1/2	15 1/2
Friday.....	2,891	10 1/2	12 1/2	14 1/2	15 1/2

For forward delivery the sales (including 1,100 free on board) have reached during the week 65,300 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For March.	bales cts.	For June.	bales cts.
2,000.....	14 1-16	2,000.....	10 1-16
200.....	14 1-16	200.....	10 1-16
3,100.....	14 1-16	21,900 total April.	400.....
900.....	14 1-16	900.....	100.....
2,800.....	14 1-16	2,800 total May.	400.....
300.....	14 1-16	300.....	100.....
600.....	14 1-16	600.....	100.....
3,100 total March.	14 1-16	3,100 total June.	14 1-16
3,500.....	14 1-16	3,500 total July.	14 1-16
8,100 total April.	14 1-16	8,100 total August.	14 1-16
4,000.....	14 1-16	4,000 total September.	14 1-16
2,000.....	13 15	2,000.....	13 15
5,200.....	13 15	5,200.....	13 15
10,100.....	14	10,100 total May.	14

The sales during the week of free on board have reached 1,100 bales. The particulars of these sales are as below:

600 free on board at Charleston..... p. t.
500 free on board at Mobile..... p. t.

The following exchanges have been made during the week:

1/2c. paid to exchange 800 April for 800 March.
3-1/2c. paid to exchange 200 April for 200 July.
400 March for 400 August, even terms.

WEATHER REPORTS BY TELEGRAPH.—There appears to have been a return of rainy weather throughout the South the past week. Our telegrams state that at Macon, Montgomery and Memphis it has rained four days; at Nashville, Mobile and Columbus it has rained three days, and at Savannah, Augusta, Charleston and Selma it has rained two days during the week. Our correspondents complain that the rain is interfering materially with farming operations. The Savannah telegram speaks of the storm being very severe in that section. At Galveston the weather has been favorable and good progress is being made with the crop. The Thermometer at Galveston has averaged 52, at Memphis, 48; Mobile, 63; Columbus, 59; Macon, 56; Charleston, 55.

WEEKLY RECEIPTS OF COTTON.—Below we give a table showing the receipts of cotton each week at all the ports for several seasons, indicating, also, the total crop each year. Our figures are given in thousands of bales.

	1858-9.	1859-60.	1860-61.	1860-62.	1860-63.	1860-64.	1860-65.	1860-66.	1860-67.	1860-68.	1860-69.	1860-70.	1860-71.	1860-72.	1860-73.	1860-74.	1860-75.	1860-76.	1860-77.	1860-78.	1860-79.	1860-80.	1860-81.	1860-82.	1860-83.	1860-84.	1860-85.	1860-86.	1860-87.	1860-88.	1860-89.	1860-90.	1860-91.	1860-92.	1860-93.	1860-94.	1860-95.	1860-96.	1860-97.	1860-98.	1860-99.	1860-100.	1860-101.	1860-102.	1860-103.	1860-104.	1860-105.	1860-106.	1860-107.	1860-108.	1860-109.	1860-110.	1860-111.	1860-112.	1860-113.	1860-114.	1860-115.	1860-116.	1860-117.	1860-118.	1860-119.	1860-120.	1860-121.	1860-122.	1860-123.	1860-124.	1860-125.	1860-126.	1860-127.	1860-128.	1860-129.	1860-130.	1860-131.	1860-132.	1860-133.	1860-134.	1860-135.	1860-136.	1860-137.	1860-138.	1860-139.	1860-140.	1860-141.	1860-142.	1860-143.	1860-144.	1860-145.	1860-146.	1860-147.	1860-148.	1860-149.	1860-150.	1860-151.	1860-152.	1860-153.	1860-154.	1860-155.	1860-156.	1860-157.	1860-158.	1860-159.	1860-160.	1860-161.	1860-162.	1860-163.	1860-164.	1860-165.	1860-166.	1860-167.	1860-168.	1860-169.	1860-170.	1860-171.	1860-172.	1860-173.	1860-174.	1860-175.	1860-176.	1860-177.	1860-178.	1860-179.	1860-180.	1860-181.	1860-182.	1860-183.	1860-184.	1860-185.	1860-186.	1860-187.	1860-188.	1860-189.	1860-190.	1860-191.	1860-192.	1860-193.	1860-194.</th

[April 1, 1871.]

	1858-59.	1859-60.	1860-61.	1868-69.	1869-70.
	Week.	Month.	Week.	Month.	Week.
April	7.	50	52	40	34
"	14.	50	45	36	32
"	21.	53	40	36	45
"	28.	31	190	33	170
May	5.	35	31	16	22
"	12.	24	31	11	22
"	19.	23	28	9	17
"	26.	16	88	44	134
June	2.	9	17	6	13
"	9.	10	17	13	18
"	16.	10	13	4	12
"	23.	8	5	1	9
"	30.	8	45	53	29
July	7.	9	7	1	5
"	14.	13	3	5	4
"	21.	10	2	4	3
"	28.	6	38	10	22
August	4.	12	7	0	2
"	11.	10	3	1	2
"	18.	..	8	..	1
"	25.	22	18	1	4
Corrections*	152	202	194	13	24
Total at ports.	3,851	4,616	3,656	2,100	2,911
Overland.	..	..	..	259	154
Consumed South.	167	185	193	80	90
Total crop.	4,018	4,861	3,849	2,439	3,155

* Made up on count of stocks, &c.

GUNNY BAGS, BAGGING, &c.—The market for spot cloth is very dull again, there being no buyers and prices merely nominal. We would quote 19@20c. currency, duty paid, for India, and to arrive 12c. gold, in bond. Bags rule very quiet, and sales are confined to jobbing lots from store. The quotation is nominally 15@16c. currency. Hemp has ruled quiet, but at the close we learn of a small movement in Manilla. Sales are 550 bales to arrive per "Glenloyon" at 9c., and 500 bales on spot at 9c., at which price the market is steady. Jute has been in fair demand, but closes quiet; sales are 500 bales common at 5c., and to arrive per "Dinapore" 500 bales superior at 6c. gold. Jute Butts are fairly active and firm. Sales are 500 bales per "Prince Patrick" at 4c. currency; 700 bales per "Lucy S. Wylls" at 4c. currency; 500 bales per "Whittier" at 3c. gold; and on spot some 2,000 bales at 3c. @4c. currency, cash and time. The following is from the monthly circular of Messrs. Henry H. Crocker & Co. of to-day:

GUNNY CLOTH.

Imported into the United States from January 1st to date....Bales. 3,515 1,404
Imported into the United States March 1st....1,404 1,404
Loading at Calcutta last date for United States....4,970 1,404
Stock in importers' and speculators' hands in Boston, March 31st....5,900 3,800
Stock in importers' and speculators' hands in New York, March 31st....9,100 3,600
Imported from Europe from January 1st to date....100 1,000
Shipments and consumption from N. Y. and Boston during March....17,250 13,000
Stock on hand January 1st, including South....17,250 13,000

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1870:

	Week ending Mar. 31, 1871.	
	Receipts. Shipments. Stock.	
Augusta.....	1,977	1,756
Columbus.....	865	1,341
Macon.....	331	941
Montgomery.....	950	1,311
Selma.....	837	1,034
Memphis.....	6,956	15,073
Nashville.....	1,325	2,027
	13,241	23,483
	82,639	82,639
	7,648	7,648
	12,637	12,637
	84,565	84,565

These totals show that the interior stocks have decreased during the week 10,242 bales (being now 1,926 bales less than for the same period of last year), while the aggregate receipts are 5,593 bales more, and the shipments 10,846 bales more than for the corresponding period of 1870.

VISIBLE SUPPLY OF COTTON.—The following table shows the quantity of cotton in sight at this date of each of the two past seasons:

	1871.	1870.
Stock in Liverpool.....	bales. 750,000	452,000
Stock in London.....	74,890	64,690
Stock in Glasgow.....	300	350
Stock in Havre.....	41,376	57,980
Stock in Marseilles.....	4,000	7,806
Stock in Bremen.....	9,250	9,600
Stock rest of Continent.....	25,000	28,000
Afloat for Great Britain (American).....	365,000	227,000
Afloat for France (American and Brazil).....	15,681	44,596
Total Indian Cotton afloat for Europe.....	169,000	131,340
Stock in United States ports.....	579,731	432,306
Stock in inland towns.....	82,639	84,565
Total.....	2,116,817	1,540,203

These figures indicate an increase in the cotton in sight to-night 576,614 bales compared with the same date of 1870.

The exports of cotton this week from New York show a decrease since last week, the total reaching 19,817 bales, against 25,931 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1870; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1870

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	Mar. 4.	Mar. 11.	Mar. 18.	Mar. 25.		
Liverpool.....	21,030	13,103	20,627	14,075	425,163	312,546
Other British Ports.....	..	..	935	..	7,669	7,771
Total to Gt. Britain	21,030	13,103	21,562	14,075	432,832	313,317
Havre.....	..	..	666	2,038	2,704	13,811
Other French ports.....	..	..	..	..	..	3
Total French	..	..	666	2,038	2,704	13,814
Bremen and Hanover.....	2,465	1,238	1,684	1,255	11,770	31,216
Hamburg.....	..	493	625	342	6,548	16,737
Other ports.....	613	825	1,394	2,107	12,821	3,885
Total to N. Europe	3,078	2,556	3,703	3,704	36,139	51,808
Spain, Oporto & Gibraltar &c	561	..	..	..	2,563	..
All others.....	561	..	..	..	763	1,809
Total Spain, &c.	561	..	..	..	3,126	1,809
Grand Total	24,669	16,659	25,931	19,817	474,801	380,348

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, 1869:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	6,573	100,651	2,949	25,335	..	3,435	..	86
Texas.....	1,234	23,203	..	6,434	..	..	..	..
Savannah.....	2,210	161,674	1,139	33,750	..	12,933	241	13,538
Mobile.....	224	120,135	..	7,008	..	..	..	238
Florida.....	137	1,398	..	..	..	..	..	..
South Carolina.....	2,222	120,135	..	3,100	387	7,105	256	11,227
North Carolina.....	188	53,259	..	407	185	4,778	210	4,996
Virginia.....	4,172	163,492	674	44,673	..	69	968	48,096
North'n Ports.....	31	9,624	2,378	69,422	..	..	..	..
Tennessee, &c.	6,173	187,047	72	13,940	461	11,896	1,470	26,506
Foreign.....	..	..	..	115	..	..	..	..
Total this year.....	23,164	836,202	7,212	204,184	1,043	40,216	3,165	104,687
Total last year.....	9,841	539,338	6,629	171,221	664	39,649	1,185	77,369

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 97,166 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests up to last Saturday night:

	Total bales.
New York—to Liverpool, per steamers City of Dublin, 774...Idaho, 3,657...Algeria, 1,548...Batavia, 863...City of London, 821...Holland, 3,060...per ship Flying Foam, 3,352.	..
To Continent via Glasgow, per steamer India, 131.	14,075
To Havre, per steamer Avon, 2,038.	2,038
To Bremen, per steamer Donau, 632...per bark Everhard Dillius, 633	1,255
To Hamburg, per steamer Holmsatia, 342.	342
To Amsterdam, per bark E. H. Duval, 1,900.	1,900
To Cronstadt, per bark Freyga, 76.	76
New ORLEANS—to Liverpool, per steamer Chrysoltite, 1,678...per ships Cherokee, 1,420...Asteriana, 3,963...Kendrich Fish, 4,108...Marchmont, 3,450...Pharos, 3,932...Pocahontas, 3,553...Kronprinsen, 2,245...Zealand, 3,540...per bark N. Raffalina, 2,299...John Ellis, 2,369...per brig Jane Goodwyre, 305.	..
To Cork for orders, per ship Henry, 3,465.	3,465
To Havre, per brig Alice M. Putnam, 1,100...per schooner Kate Brigham, 1,385.	2,485
To Bremen, per barks Lakemba, 1,801...Estella, 1,610.	3,411
To Amsterdam, per bark Columbia, 1,554.	1,554
To Cronstadt, per ship Minerva, 1,604...per barks Agewen, 1,200...Ebenizer, 1,317.	1,201
To Gottingen, per bark Caroline, 1,090.	1,090
To Geife, per bark Mercurius, 1,694.	1,694
To Venice, per bark Halcyon, 1,770.	1,770
Mobile—to Cronstadt, per brigs Carrie Purrington, 815...Christian IX, 500.	1,815
To Barcelona, per brig Arturito, 280.	280
CHARLESTON—to Liverpool, per bark Midas, 1,485 upland.	1,485
To Amsterdam, per bark Draupner, 1,650 upland.	1,650
SAVANNAH—to Liverpool, per barks Jennie S. Baker, 3,900 upland.	3,900
Susan M. Dudman, 2,413 upland.	5,712
To Bremen, per ship Tidal Wave, 3,230 upland.	3,230
To Amsterdam, per bark Yarmouth, 2,160 upland.	2,160
To Barcelona, per bark Maria and Isobel, 900 upland.	900
To Trieste, per schr. Wm. Hunter, 1,000 upland.	1,000
TEXAS—to Liverpool, per barks Rosita, 801...Troy Sabrina, 850...Crimea, 1,484.	3,135
To Cork for orders, per bark H. G. Hall, 1,500.	1,500
To Amsterdam, per bark Atlanta, 1,525.	1,525
BALTIMORE—to Liverpool, per barks Lorenzo, 339...Maria, 306...Georgiana, 500.	1,135
BOSTON—to British Provinces, 25.	25
To Fayal, per bark Fredonia, 4.	4
Total.....	97,166
Included in the above totals are from New York 131 bales to Continent via Glasgow; from New Orleans, 1,694 bales to Geife and 1,770 bales to Venice; from Mobile, 280 bales to Barcelona; from Savannah, 900 bales to Barcelona and 1,000 bales to Trieste; from Boston, 25 bales to British Provinces and 4 bales to Fayal.	

The particulars of these shipments, arranged in our usual form as follows:

Liverpool.	Cork.	Havre.	Bremen.	Hamburg.	Cronstadt.	Gothenburg.	Total.
New York, 14,075	2,038	1,235	342	1,900	76	19,817	
M. Orleans, 32,762	3,465	2,485	3,411	1,554	4,121	1,030	52,292
Mobile.	..	..	..	1,315	..	..	1,315
Charleston.	1,485	..	..	1,650	..	..	3,135
Savannah.	5,713	..	3,230	2,160	..	..	13,063
Texas.	3,135	1,500	..	1,585	..	..	6,160
Baltimore.	1,135	..	..	..	..	..	1,135
Total....	58,305	4,965	4,523	7,896	342	8,789	5,512
							1,030

The figures indicate an increase in the cotton in sight to-night 576,614 bales compared with the same date of 1870.

The exports of cotton this week from New York show a decrease since last week, the total reaching 19,817 bales, against 25,931 bales last week. Below we give our table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1870; and in the last column the total for the same period of the previous year:

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 110½ and 110¾, and the close was 110¾. Foreign Exchange market is firm to-day. The following were the last quotations: London bankers', long, 100¾@—; short, 110½@—, and Commercial, 100½@100¾. Freights closed at 5-16½d. by steam and 9-32@11-32d. by sail to Liverpool.

By TELEGRAPH FROM LIVERPOOL.—

LIVERPOOL, March 31, 5 P. M.—The market has ruled dull to-day, with sales amounting to 10,000 bales, including 2,000 bales for export and speculation. The sales of the week have been 81,000 bales, of which 15,000 bales were taken for export and 9,000 bales on speculation. The stock in port is 750,000 bales, of which 415,000 bales are American. The stock of cotton at sea bound to this port is 552,000 bales, of which 365,000 bales are American.

	March 10.	March 17.	March 24.	March 31.
Total sales.....	72,000	78,000	84,000	81,000
Sales for export.....	18,000	14,000	11,000	15,000
Sales on speculation.....	5,000	6,000	9,000	9,000
Total stock.....	768,000	804,000	780,000	750,000
Stock of American.....	421,000	466,000	452,000	415,000
Total afloat.....	512,000	501,000	523,000	552,000
American afloat.....	350,000	335,000	340,000	365,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.	74@75	74@75	74@75	74@75	74@75	74@75
" Orleans.	74@75	74@75	74@75	74@75	74@75	74@75
" Up. to arrive.	74@75	74@75	74@75	74@75	74@75	74@75

Trade Report.—The market for yarns and fabrics at Manchester is steady.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of March 18, states:

LIVERPOOL, Mar. 18.—The following are the prices of American cotton compared with those of last year:

	—Fair &	—Same date 1870—
—Ord. & Mid—	—G'd fair—	Mid. Fair. Good.
Sea Island.....	23	22
Stained.....	13	18
Ord. G. Ord. L. Mid. Mid. G. Mid. M. F.	26	23
Uplands.....	64	62
Mobile.....	64	62
N. Orleans & Texas.....	64	7

The following are the prices of middling qualities of cotton at this date and since 1868:

	1868.	1869.	1870.	1871.	1868.	1869.	1870.	1871.
Midland.....	d.	d.	d.	d.	Midland.....	d.	d.	d.
Sea Island.....	27	19	23		Pernambuco.....	9½	11½	11½
Upland.....	10½	12	11½	7½	Egyptian.....	9	10	9½
Mobile.....	10½	12½	11½	7½	Broad.....	9	8½	4½
N. Orleans & Texas.....	10½	12½	11½	7½	Dhollerah.....	9	8½	4½

Since the commencement of the year the transactions on speculation and for export have been:

	—Actual exp. from	Actual	
Taken on spec. to this date—	Liv., Hull & other exp't from	U. K. to	
1871.	1870.	1869.	
bales. bales. bales.	bales. bales. bales.	bales.	
American.....	46,370	61,390	89,296
Brazilian.....	200	4,660	9,680
Egyptian.....	1,650	2,640	9,140
W. Indian.....	750	710	270
E. Indian.....	17,130	50,070	143,960
Total.....	48,410	104,450	294,350
			153,848
			74,440
			658,430

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.		Total	Same	Average
Ex-Specula-		this period	weekly sales.	
American.....	39,800	6,180	61,290	51,300
Brazilian.....	4,210	1,910	9,690	6,250
Egyptian.....	8,720	680	9,140	4,400
West Indian.....	1,200	40	270	1,230
East Indian.....	8,620	5,720	143,960	15,550
Total.....	57,580	14,510	224,350	78,790
			804,660	717,130
			54,710	47,940

	Imports.	Stocks.
This	To this	Same
week.	date	date
American.....	106,040	844,096
Brazilian.....	1,829	96,825
Egyptian.....	9,066	96,635
West Indian.....	150	20,699
East Indian.....	11,142	117,086
Total.....	128,268	1,176,186
	535,239	3,252,982
	604,500	804,500
	294,970	378,720

Of the present stock of cotton in Liverpool nearly 58 per cent is American against 37.50 per cent last year. Of Indian cotton the proportion is nearly 17 per cent, against 22 per cent.

LONDON, March 18.—The market opened heavily at rather lower prices, but toward the close of the week an improvement took place. For arrival, prices have advanced 1d. to 1d. per lb. The following are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, January 1 to March 16.....	58,282	31,070	41,764
Deliveries.....	131,092	88,624	34,697
Stocks, March 16.....	82,419	64,600	74,890

BREADSTUFFS.

FRIDAY P. M., March 31, 1871.

There has been a fair degree of activity in Flour and Grain the past week, and prices have shown but little variation.

The receipts of Flour do not increase, while the demand has been general, without developing much feature. For low shipping extras there has been some inquiry, and lines have been taken to some extent at \$6 60@6 65 delivered, but the better grades held at \$6 70 and upward, have had a slow sale. The demand for the Provinces and the West Indies has not been so pressing, and the home trade have done little more than supply immediate wants.

To day the market ruled firm, but the demand was without improvement.

The Wheat market has been fairly active for export, with some milling demand. A better supply of the finer grades of amber Winter Wheat, received by rail, has weakened prices for that variety; but Spring and white Wheats have ruled very firm. A considerable eastward movement by rail has commenced from the West, but with light stocks on the seaboard prices are not affected thereby. To day Spring Wheats were higher, with large sales at \$1 56@1 61 in store and afloat, mainly for export, but Winter Wheats were lower, with sales of choice amber at \$1 68 afloat. We also notice the sale of 30,000 bushels No. 2 Spring to arrive by rail at \$1 53 afloat.

Corn has come forward freely by rail, and prime new mixed sold in the first half of the week as low as \$2c., but with a revival of export demand, and the Liverpool quotation advanced 3d.; the close is very active at \$3@\$3½c. for new mixed, afloat. Oats have been active and higher, but to day the market was dull, and part of the late advance was lost. Rye remains quiet and unchanged. Barley has sold quite freely, but at the close the demand seemed to have subsided for the present. Canada Peas are unsettled and nominal.

The following are the closing quotations:

Flour—	Wheat, Spring, bush.	Rye, Red Winter.
Superfine.....	\$6 00@6 45	1 55@1 60
Extra State.....	6 60@6 80	1 65@1 68
Extra Western, com-	6 50@6 80	1 65@1 95
Extra & double extra	White California.	1 75@1 85
Western & St. Louis.	Corn, G. Mid. M. F.	82c. 83½
Southern shipp'g extras.	Yellow, new.	84@85
Southern, trade and family brands.	White.	84@90
Rye Flour, super & extra	Oats.	90@91
Corn Meal, Western and Southern.....	Malt.	1 00@1 20
	Peas, Canada.	1 20@1 50

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.		EXPORTS FROM NEW YORK.	
1871.	Same	1871.	1870.
For the	Since time Jan. 1.	For the	Since
week.	Jan. 1.	week.	Jan. 1.
Flour, bbls.	52,525	678,885	597,515
C. meal,	5,714	66,576	101,608
Wheat, bush.	91,439	651,249	820,591
Corn,	" 336,483	1,862,924	848,506
Rye,	" 1,707	1,309	1,059
Barley, &c.	" 45,584	205,693	482,938
Oats,	" 61,660	482,008	555,941

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the grain in sight and the movement of breadstuffs to the latest mail dates:

RECEIPTS AT LAKE PORTS FOR THE WEEK ENDING MAR. 25, 1871.

	Flour, Wheat, Corn, Oats, Barley, Rye, bush.	(196 lbs.) (60 lbs.) (66 lbs.) (48 lbs.) (56 lbs.)
Chicago.....	21,122	39,973
Milwaukee.....	7,339	27,983
Toledo.....	6,590	34,635
Detroit.....	9,283	21,493
Cleveland.....	5,260	16,850
St. Louis.....	21,678	107,119
Totals.....	71,563	238,353
Previous week.....	46,092	118,148
Correspond'g week, '70.	70,831	250,211
" '69.	92,468	250,820
" '68.	59,493	100,208
" '67.	40,546	101,383

*Estimated. The comparative quantities do not include St. Louis receipts.

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Mar. 25, inclusive, for four years :

	1871.	1870.	1869.	1868.
Flour.....	693,727	812,609	1,821,309	684,931
Wheat, bush.....	3,822,454	4,220,540	4,993,277	2,198,813
Corn, bush.....	6,114,885	2,548,060	6,633,056	6,305,275
Oats, bush.....	1,441,738	1,237,147	2,094,094	1,439,594
Barley, bush.....	358,461	372,806	318,625	314,854
Rye, bush.....	192,836	140,857	274,932	134,480

Total grain, bushels..... 11,929,862 8,506,910 14,438,014 10,398,076

And from August 1, to and including Mar. 25, for four years :

	1870-71.	1869-70.	1868-69.	1867-68.
Flour.....	2,907,890	3,113,150	3,865,478	2,989,321

Wheat..... 39,229,493 31,605,407 29,406,824 26,275,913

Corn..... 16,847,598 15,956,177 18,671,081 19,640,410

Oats..... 10,804,261 8,618,935 15,145,860 12,297,248

Barley..... 4,243,475 4,272,505 2,567,574 1,729,869

Rye..... 1,115,631 970,410 1,916,089 1,280,227

Total grain, bushels.... 62,340,428 61,493,487 67,907,428 61,181,667

SHIPMENTS FROM CHICAGO, ST. LOUIS, MILWAUKEE, TOLEDO AND CLEVELAND FOR WEEK ENDING MAR. 25, 1871.

	Flour, bush.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Mar. 25, '71.	71,60,100	73,791	591,739	30,114	10,690	4,964
Week ending Mar. 18, '71.	61,887	57,913	255,276	44,980	30,373	1,783
Week ending Mar. 26, '70.	70,63,493	161,633	133,094	37,787	12,809	13,850</td

[April 1, 1871.]

Oats.....	495,111	401,554	734,212	....
Barley.....	206,727	143,061	209,183	....
Rye.....	40,985	67,071	321,619	....
Total.....	4,810,081	3,474,281	5,132,698	....

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING MARCH 25, 1871.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
At	bbls.	bush.	bush.	bush.	bush.	bush.
New York.....	47,966	93,994	278,780	51,445	31,250	....
Boston.....	16,890	....	23,500	17,345	5,693	434
Montreal.....	3,498	....	1,564	400	....	....
Philadelphia.....	19,078	29,600	36,700	22,800	23,000	....
Baltimore.....	19,973	25,000	51,000	18,000	....	....
New Orleans.....	37,146	....	159,295	15,320	....	....
Total.....	143,550	154,594	549,255	126,476	60,343	434

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation, March 25, 1871.

	Wheat.	Corn.	Oats.	Barley.
In store at New York.....	1,166,751	154,646	816,004	242,851
In store at Albany.....	8,040	19,000	93,000	76,000
In store at Buffalo.....	216,192	4,50	135,130	94,700
In store at Chicago.....	3,482,370	2,985,273	691,633	217,657
In store at Milwaukee.....	2,631,902	19,039	38,679	15,573
In store at Toledo.....	45,298	488,637	76,888	4,034
In store at Detroit.....	157,351	3,365	17,917	2,941
*In store at Oswego.....	125,000	....	....	25,000
In store at St. Louis.....	64,736	72,944	18,145	4,137
In store at Boston.....	6,279	151,158	69,710	11,501
In store at Toronto.....	Mar. 15.	6,106	40,032	132,989
In store at Montreal.....	Mar. 15.	23,420	17,100	1,600
*In store at Philadelphia.....	50,000	20,000	50,000	30,000
*In store at Baltimore.....	100,000	40,000	50,000	12,000
All rail shipments for week.....	72,791	521,739	30,114	10,630

Total in store and in transit Mar. 25, '71..... 8,868,455 8,890,797 2,144,502 916,553

" " " Mar. 18, '71..... 8,810,122 3,929,619 2,423,323 1,030,627

" " " Mar. 26, '70..... 9,874,191 1,448,368 2,365,870 476,932

" " " Mar. 11, '71..... 9,824,077 1,448,295 2,613,52 1,164,017

" " " Mar. 4, '71..... 10,030,303 3,435,985 2,718,720 1,397,8.8

*Estimated.

There were about 194,740 bushels of wheat, and 754,668 bushels of corn, about two-thirds of which were included in the stocks as noted above. In the total visible supply March 26, 1870, Toronto, Montreal, Philadelphia, Baltimore, Oswego and Boston were not included. Comparing the stock of wheat reported in store in Milwaukee on the 25th inst. and that of the 18th, there was evidently an error at the earlier date. It was, however, given as published in the *Daily Wisconsin*.

GROCERIES.

FRIDAY EVENING, March 31, 1871.

There has been a very fair movement in Sugars, but aside from this the market for Groceries throughout the week was in a most decidedly flat condition and the majority of goods so very dull as to reach an almost entirely nominal state on values. The cause is to be traced to the continued delay in the development of the interior demand and consequent indifference on the part of jobbers about stocking up until they can see an outlet for their goods. Speculation does not appear to be thought of and movements are now based entirely upon the legitimate law of supply and demand, every day showing an extreme spirit of caution among all operators. The stocks of goods now accumulated here are, as a rule, fair, but in only one or two cases can be called large.

The entries direct for consumption, and the withdrawals from bond, showing together the total thrown on the market for the week, were as follows:

Tea, black.....	6,205 pkgs.	Laguna.....	1,238 bgs.	Sugar, Brazil.....	.... bags.
Green.....	8,704 pkgs.	Other.....	1,148 bgs.	Manila, &c.,	31,651 lbs.
Japan.....	2,857 pkgs.	Sugar, Cuba.....	2,716 bxs.	Mexico, Cuba,	4,147 hds.
Vitamins.....	1,815 pkgs.	Coffee, Cuba.....	5,276 bxs.	Port Rico, S. Amer.	530 lbs.
Coffee, Rio.....	26,765 bxs.	Porto Rico.....	1,051 hds.	Demerara, Barbadoes	139 hds.
Java.....	1,554 mts.	Other.....	1,67 hds.	Other	139 hds.
Maracaibo.....	1,405 bags.	"	"	"	"

Imports this week at this port have included 5,000 bags Rio Coffee, and 4,859 grass mats of Singapore. The receipts of Sugar and Molasses have been liberal, and include 3,377 bags of Brazil Sugar. There have been no arrivals of Tea.

The stocks in New York at date, and imports at the five leading ports since Jan. 1, 1871, are as follows:

Stocks in New York	Imports at leading ports at date	Imports since January 1.		
		1871.	1870.	1871.
Tea.....	lbs.	....	21,097,513	17,429,888
(Indirect import).....	pkgs.	....	5,145	13,553
Coffee, Rio.....	bags.	37,712	17,566	490,283
Coffee, other.....	bags.	18,533	18,763	146,742
Sugar.....	boxes.	36,966	93,601	104,118
Sugar.....	hds.	26,252	66,556	113,730
Sugar.....	bags.	205,843	303,315	228,426
Molasses.....	hds.	9,818	20,490	61,456

TEA.

There has been no change in this market, either for the better or the worse, that we can discover, a few invoices selling, as the necessities of buyers forced them to operate, but business throughout dragging, and values, for want of some direct influence, remaining at about the former range. Jobbers, very naturally, will not commence handling stock with any freedom until they can see some chance of selling it again, and this chance, just at the moment, appears remote, as interior buyers are extremely chary of their orders, both personal and by mail. The supply offering is, on the whole, quite liberal, and the assortment first class on all grades, though some of the leading holders refuse to offer their samples for the present. Sales of 11,606 Greens, 2,780 Oolongs, and 2,730 Japans.

There have been no imports of Tea during the week past.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871.....	6,629,569	10,074,970	4,389,374	21,071,813
1870.....	8,891,602	7,073,226	2,404,911	17,367,738

The indirect imports, including receipts by P. M. Steamers via Aspinwall, have been 8,145 pkgs. since January 1, against 12,864 last year. During the week past 552 packages have also been received by rail.

COFFEE.

We find few if any really new features on this market for the current week, the volume of business still footing up quite small, and the whole position very dull and uninteresting. Few buyers have made their appearance from the interior, and the mail orders amount to almost nothing, and jobbers, therefore, are naturally unwilling to purchase stocks for which they have no use, especially as supplies in first hands are in the meantime accumulating somewhat, and the chances are that the assortment may ultimately increase to a sufficient extent to cause some desire to realize and a modification in value, though importers talk quite differently. On Brazils there is the old complaint about an absence of margins on goods laid down here at present prices, and in addition to this, holders have obtained further confidence from the tenor of later advices from Rio Janeiro, while the stocks are considered as not of sufficient magnitude to cause any trouble, and there is said to be no possibility of a considerable increase for many weeks to come. The assortment of Rio here is a fair one, though the desirable roasting grades are comparatively scarce, and held with rather the greatest firmness. There have been some negotiations on Java, both here and at Boston, but not to amount to much business. The West India styles have scarcely been noticed beyond an occasional small lot taken to keep up assortments, and prices in reality are merely nominal, though former figures are still retained. The stocks are moderate. Sales here of 1,000 bags Rio, 4,408 mats Singapore, 2,100 bags Maracalbo, 250 bags Costa Rica, 325 bags Savanilla. At Baltimore, 5,014 bags Rio; at Mobile, 1,290 bags do, and at New Orleans, 11,900 do.

There have been no arrivals of Rio Coffee during the week. Of other kinds the imports have included 4,859 bags of Singapore Coffee by the "W. A. Farnsworth," and 227 bags of sundry kinds.

The stock of Rio March 30, and the imports since Jan. 1, 1871, are as follows:

New In Bage.	Philadel.	Balt.	New Savan.	Gal-
Stock.	Stock.	Stock.	Stock.	Stock.
Stock, same date 1870.....	37,568	5,688	17,349	11,642
Imports, same date 1870.....	15,558	16,000	4,320	....
" in 1870.....	186,211	7,218	125,539	88,445
" in 1870.....	186,472	122,170	57,327	14,300

Of other sorts the stock at New York, March 30, and the imports at the several ports since January 1, 1871, were as follows:

New York	Boston	Philadel.	Balt.	N. Orle-
stock.	import.	import.	import.	import.
Java and Singapore.....	197	26,664	28,475	1,963
Ceylon.....	3,000	....	....	....
Maracalbo.....	1,034	5,059	....	....
Laguna.....	380	6,786	5,601	....
St. Domingo.....	164	25,993	3,821	283
Other.....	8,165	27,408	542	271
Total.....	18,388	91,941	30,039	8,277
Same time, 1870.....	19,763	84,645	24,662	3,218

* Includes mats, &c., reduced to bags. † Also, 25,092 mats.

SUGAR.

The demand for Raws has not been quite so sharp and quick as last week and less continuous, some few days showing rather a quiet tone, but the market has gained rather than lost tone, and most of the transactions were at a slightly higher range of values. The small receipts and scarcely any parcels offering from wharf, and the goods in store displayed with moderation have given holders a great advantage in maintaining their position, and some have assumed quite an indifferent tone about operating, especially as refiners were securing a good margin between the price of the raw and manufactured Sugar. There could not, however, be said to prevail any decided buoyancy, and at no time did we hear complaints from buyers of their inability to secure about all the goods required, while evidences were not wanting that many sellers considered the safest plan to accept all full aids as soon as made. The receipts now certainly are small, but a change of wind for a few days may make a great difference in this respect, while nearly all the refiners have not only bought freely but some to the full extent of their storage room, and finding the refined article already selling with less freedom, are inclined to move with greater caution in making purchases. Old and new crops now sell closely together, with fine cured lots of the latter frequently commanding the higher figure. Refined have sold irregularly, but without much activity in the aggregate, and values rather favored the buyer, the production of some grades exceeding the outlet and stocks accumulating. Sales of 5,787 hds. Cuba; 1,215 do. Porto Rico; 200 do. Demerara; 250 do. English Island, &c.; 300 hds. Martinique; 40,927 bags Manila, on spot, and about 40,000 to arrive; 2,350 boxes Havana, and 1,127 hds. Melado.

Imports at New York, and stock in first hands, Mar. 30, were as follows:

Cuba, bxs.	Cuba, hds.	P. Rico, hds.	Other Brazil, Manila, &c., hds.	Melado, hds.
5,533	5,015	989	992	1,735
" since Jan. 1.....	28,927	22,8	18,277	19,763
" same time, '70.....	71,193	53,555	7,407	127,406

Stock in first hands..... 36,966 26,252 205,842 2,491

Same time 1870..... 88,534 66,596 344,455 393

" 1869..... 42,088 33,014 54,096 396

MOLASSES.

We have once more to advise a dull and unchanged market for foreign goods in a general way, the demand prevailing being spasmodic and uncertain, and buyers requiring every attention imaginable to induce them to operate. The distillers now and then take an odd parcel of old crop if it is offered cheap enough, but as a rule are indifferent. Refiners can be found in the market every day, but their purchases are small, as direct receipts have of late increased somewhat, with a corresponding addition to their wants, while the Trade, though taking a little more within one day or two, are far from anxious, and must be treated with liberality. On choice parcels of grocery stock and high testing boiling cargoes prices are reasonably steady, but poorer qualities weak and unsettled. Domestic has been so plenty this season that the Trade are becoming tired of it, and the market is slow, with prices on all except the fancy grades reduced somewhat. Sugar house Molasses dull and lower (18c hds. and 22c bbls.) under a larger offering. For Syrups the demand is moderate, but prices steady. Sales of 650 hds. Cuba Muscovado, 956 hds. Porto Rico, 88 hds. St. Croix, 115 hds. Barbadoes and 400 bbls. New Orleans.

The receipts at New York, and stock in first hands, Mar. 30, were as follows:

Cuba, hds.	P. Rico, hds.	Demerara, hds.	Other hds.	N. O. bbls.
3,624	1,530	70	707	35
" since Jan. 1.....	27,592	8,765	1,173	1,343
" same time 1870.....	24,488	3,176	2,432	10,014
Stock in first hands.....	8,514	608	566	8,500
" same time '68.....	13,918	2,890	2,251	560
" same time '69.....	659	659	659	566

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1, 1871, to date, have been as follows:

	Sugar.				Molasses.	
	Boxes.	Hds.	Bags.	Hds.	Hds.	Hds.
New York.....	1871. 1870. 1871. 1870. 1871. 1870. 1870.	59,246 75,561 70,695 63,221 14,765 129,549 81,691	1871. 1870. 1871. 1870. 1871. 1870. 1870.	52,214 52,214 52,214 52,214 52,214 52,214 52,214	1871. 1870. 1871. 1870. 1871. 1870. 1870.	1871. 1870. 1871. 1870. 1871. 1870. 1870.
Boston.....	1871. 1870. 1871. 1870. 1871. 1870. 1870.	12,177 5,914 12,232 5,933 12,093 57,567 17,900	1871. 1870. 1871. 1870. 1871. 1870. 1870.	12,177 5,914 12,232 5,933 12,093 57,567 17,900	1871. 1870. 1871. 1870. 1871. 1870. 1870.	1871. 1870. 1871. 1870. 1871. 1870. 1870.
Philadelphia.....	1871. 1870. 1871. 1870. 1871. 1870. 1870.	10,351 12,262 10,262 19,496 15,594 11,471 17,396	1871. 1870. 1871. 1870. 1871. 1870. 1870.	10,351 12,262 10,262 19,496 15,594 11,471 17,396	1871. 1870. 1871. 1870. 1871. 1870. 1870.	1871. 1870. 1871. 1870. 1871. 1870. 1870.
Baltimore.....	1871. 1870. 1871. 1870. 1871. 1870. 1870.	6,432 8,969 8,111 46	1871. 1870. 1871. 1870. 1871. 1870. 1870.	6,432 8,969 8,111 46	1871. 1870. 1871. 1870. 1871. 1870. 1870.	6,432 8,969 8,111 46
Total.....	1871. 1870. 1871. 1870. 1871. 1870. 1870.	104,113 112,983 118,739 100,342 228,436 207,648 61,856	1871. 1870. 1871. 1870. 1871. 1870. 1870.	104,113 112,983 118,739 100,342 228,436 207,648 61,856	1871. 1870. 1871. 1870. 1871. 1870. 1870.	1871. 1870. 1871. 1870. 1871. 1870. 1870.

*Including tierces and barrels reduced to hds.

SPICES.

There is scarcely any market worth reporting at present, either in a wholesale or retail way, the movement being confined to very small parcels, absolutely required by purchasers for their immediate wants. The stocks are moderate as a rule, not well assorted and receiving few additions, and holders as a consequence retain a fair amount of faith, but prices for the time being are not remarkably strong, and a first-class buyer can obtain many small favors. Importers report that all recent advices from the points of production are of a stimulating nature, but have no effect upon our market in the absence of a demand.

FRUITS, &c.

The market since the date of our last has shown rather more activity and firmness at the decline noted then. The movement in Layer Raisins is small and confined to the jobbing wares of the trade, who buy only enough to carry them along from day to day. Holders, generally, are firm, and good brands cannot be bought below \$2 77 1/2. Sardines declined early in the week, which caused a movement, and prices reacted again, closing about steady, as quoted in our last. Currants have ruled rather quiet but easy. Prunes favor the buyer and are slow of sale. All kinds of Nuts are quiet, but Almonds are held with confidence. Brazil sell in a small way at 10c. Walnuts are steady but slow of sale. Fire Crackers are active.

Mediterranean box fruit has sold less freely this week, but sound stock has brought fair prices. The large supply of Mediterranean has forced the price of West India down and \$8 per bbl. is the price of Porto Rico Oranges. Baracoa Coconuts sell fairly at former prices. Bananas are in moderate request at fair prices. The first lot of Pine Apples arrived since our last and sold at \$25 per 100. At the auction sale to-day Messina Oranges sold at \$3 85@4 per box; do. Lemons \$3 80@3 90; Naples Oranges \$2 10@2 90, and do. Lemons \$2 50@2 60.

The market for Dried Apples is dull, and buyers are exerting themselves to force down prices; holders are generally unwilling to accept lower rates, but the advantage seems in the buyer's favor. A lot of some size has been sold for export, but the quantity and kind is kept a secret, lest it should have influence on the market. Blackberries move slowly, but are held at full prices. Pared Peaches are firm, but the high prices asked for them check their sale. We note one lot of 1,800 pounds Eastern Shore sold at 26c. Raspberries sell fairly at easy prices. Prime pitted Cherries are steady and in demand, but sugared and wet sell at 2@3c. per pound less. Plums are steady, but quiet. Peanuts have ruled less active this week; neither buyers nor sellers seem anxious to do much, and the market is not quotably changed in price. Pecans are firm.

Domestic Green Apples are slow, except choice kinds. They are rotting badly, and sound selected sell at \$4@4 50 per barrel. Cranberries are in good supply for this season of the year, and meet with a small demand; sales of the best at \$8 per crate in a jobbing way, fair at \$2@\$3 per crate.

ADVICES FROM PRODUCING MARKETS.

Tea.—Mail advices from all the China ports are at hand, dating as follows: Shanghai, February 11.—A business during the past month had been done to the extent of \$1,000 half chests, reducing the stock to 20,000 half chests, so apparent of inferior quality. The quantity of Tea yet to come from the country is unknown, but it is confidently expected that the total season's supply will fall below last year's by fully 4,000,000.

Amyo.—The season is closed, no settlements and no stock.

Foochow.—January 31.—For the month an active business had been done, both in Congos and Oolongs, with firm prices, which reduced the stock of both descriptions leaving only undesirable Teas on offer, for which holders are asking a relative advance over the rates of recent transactions. Oolongs in stock amount to about 13,000 half chests.

Yokohama, February 22.—Transactions in Japan Teas for the month past amounted to 10,000 piculs, showing a fair business, and causing an advance in price of \$1@2 50 per picul. Stock now on offer about 6,500 piculs.

The following shows the quantity of Tea afloat for the United States at latest dates (not including San Francisco), and which has not yet arrived:

Date of sailing	Name of Vessel	From	Black.	Green.	Japan.	Total lbs.	CARGO.
Nov. 24.	Belle Abbott.	Amoy.	224,831			224,831	
Dec. 9.	Nellie Abbott.	Shanghai.		48,583		48,583	
Dec. 20.	Annie Gray.	"		696,323		696,323	
Dec. 24.	Levy Stevens.	"		621,394		621,394	
J. Shepard.	Whampoa.	Hong Kong.	523,000	65,740		588,740	
Jan. 5.	King Fisher.	"		335,521		335,521	
Jan. 6.	Ormonde Will.	Foochow.	1,117,920			1,117,920	
Jan. 9.	Maori.	Whampoa.	106,944	7,960		114,904	
Jan. 10.	Jas. S. Stone.	Shanghai.	"	772,279		772,279	
Jan. 13.	G. T. Ray.	Yokohama.	"	330,027	350,075		
Jan. 14.	Ada.	Foochow.	788,225			788,225	
Jan. 15.	Glamorganshire.	"	503,579			503,579	
Jan. 18.	Coupland.	Yokohama.	617,819	371,585		989,304	
Jan. 21.	Koyal Minnow.	"	518,870	518,870		1,037,740	
Jan. 27.	Compe Ito.	Hong Kong.	96,400			96,400	
Jan. 31.	Randers.	"	288,145			288,145	
Feb. 3.	Solent.	Yokohama.	"	805,522	805,522		
Total known to be afloat.			5,818,618	2,619,749	8,628,145	12,126,242	
Total exports to U.S. ports, June 1 to Feb. 13, 1871.	13,668,191	16,628,059	8,792,049	39,088,280			
Total exports to U.S. ports, same time, 1869.	11,895,017	15,371,873	6,021,306	33,288,096			

Rio Coffee.—Messrs. Wright & Co.'s telegram, dated Rio Janeiro, March 7, 1871, says:

Sales of Coffee for United States since March 4..... 30,000 bags.

Loadings " " " 45,000 "

Stock " at date 72,000 "

Exchange, 24d.

Cuba Sugar.—HAVANA, March 24.—The enquiry has been fair throughout the week, and the transactions effected might have been of more importance had not the same causes alluded to in several of our previous reviews, as difficulties regarding holders and buyers to agree upon prices, scarceness of staple or suitable descriptions for certain markets, checked buyers' desires to operate and prevented them to extend their purchases so far as they felt disposed to.

Owing to better news from abroad the market closes very firm at 10 1/2@10 1/4. For current No. 12, fit for the United States and Northern Europe, while crystallized sorts suitable for the Spanish and Mediterranean markets are paid for at 10 1/4@10 1/2. Our to-day's quotations are calculated on the basis of 10 1/4@10 1/2 for good strong No. 12. The sales which have been reported during the week amount to about 19,000 boxes of all kinds, against 12,000 boxes last week.

Shipments this week from Havana and Matanzas have been as follows:

To New York.	To Boston.	To Baltimore.	Boxes.	Hds.
"	"	"	1,000	375
"	"	"	1,000	400
"	"	"	1,000	440

Total export of the week to all countries..... 40,528 4,718

The general movement at both ports has been as follows:

Rec'd this week	To U.S.	To all Ports	Stock at date
Boxes.	Hds.	Boxes.	Hds.
1871.	63,546	4,763	97,743 33,691 276,580 86,870 234,9 5 22,495
1870.	66,927	6,935	127,583 36,461 97,061 49,244 89,540 25,817
1869.	60,930	4,688	183,537 29,772 404,537 34,307 207,869 18,147

Manila Sugar.—Market reports to February 1, advise a good business having been done at an advance in prices. Total settlements for fortnight were set down at 23,000 piculs at \$5 for superior, and \$5 50@4 50 75 for extra, though at the close the demand at these rates seemed filled and the market was weaker. Nothing done in Brown and no Taal arrived.

The following shows the quantity of Sugar afloat for the United States at last advices, and which has not yet arrived:

Ship.	For. (139 lbs.)	Ship.	For. (139 lbs.)	Ship.	For. (139 lbs.)
Nov. 27. Glenlyon.	New York. 11,678	Jan. 9. Chattanooga.	New York. 10,000	Jan. 20. New Orleans.	New York. 10,000
Dec. 21. E. Aberdeen.	8,000	Jan. 22. Monticello.	8,000	Jan. 21. Mobile.	8,000
Dec. 31. Aberdeen.	"	Jan. 28. Kildonan.	"	Jan. 22. Galveston.	"
Oct. 24. Bunker Hill.	"	"	"	Jan. 23. New Orleans.	"
Jan. 20. Golden Fleece.	"	"	"	Jan. 24. New Orleans.	"

Exports since January 1, to United States...... 90,553 piculs. to Europe. 60,651 piculs. to Holland. 6,400 piculs. to New York. 10,000 piculs. to Liverpool. 10,000 piculs. to Hamburg. 10,000 piculs. to Bremen. 10,000 piculs. to Rotterdam. 10,000 piculs. to Antwerp. 10,000 piculs. to Le Havre. 10,000 piculs. to Paris. 10,000 piculs. to London. 10,000 piculs. to New Orleans. 10,000 piculs. to Galveston. 10,000 piculs. to New York. 10,000 piculs. to Liverpool. 10,000 piculs. to Hamburg. 10,000 piculs. to Bremen. 10,000 piculs. to Rotterdam. 10,000 piculs. to Antwerp. 10,000 piculs. to Le Havre. 10,000 piculs. to Paris. 10,000 piculs. to London. 10,000 piculs. to New Orleans. 10,000 piculs. to Galveston. 10,000 piculs. to New York. 10,000 piculs. to Liverpool. 10,000 piculs. to Hamburg. 10,000 piculs. to Bremen. 10,000 piculs. to Rotterdam. 10,000 piculs. to Antwerp. 10,000 piculs. to Le Havre. 10,000 piculs. to Paris. 10,000 piculs. to London. 10,000 piculs. to New Orleans. 10,000 piculs. 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THE DRY GOODS TRADE.

FRIDAY, P.M., March 31, 1871.

There has been no important change in the trade since our last review, and the general features of the trade are much the same as at that time. Prices have been declining on nearly all cotton fabrics to complete the revision begun earlier in the month, and the market is more settled at the close, though there are still several makes of different goods which are yet to be marked down. The trade has been more evenly distributed among the large and small jobbing houses, and the latter are doing a more satisfactory business. The aggregate distribution continues considerably in excess of that of the same period last year, and jobbers generally express satisfaction with the season's business, thus far. The Western and near-by trade are well represented in the market, and are buying with fair freedom, though purchasers, as the rule, display marked caution, and few large lots are placed. There are very few small Southern buyers in the market, as these dealers are purchasing comparatively small amounts, and are buying mostly on mail orders. Large Southern dealers are also limiting their purchases to such amounts as will meet their requirements during the early part of the season, but the aggregate movements to this section are fair, and the cautiousness displayed by buyers is considered a very favorable feature by dealers here. Collections are easy in most sections, and the trade appears to be in a healthy condition, with the prospects favorable for a satisfactory season's business and comparatively few losses.

DOMESTIC COTTON GOODS.—The demand for all classes of cotton goods suited to the current wants of the trade has been fair, and although individual purchases have been small, the aggregate movement is very satisfactory. Prices have been reduced in a few makes of medium count brown and bleached goods, and Lonsdales have also been marked down $\frac{1}{2}$ c. This will, it is thought, cause a decline in other makes of similar grades, which are now held at $15\frac{1}{2}$ @ 16 c., but as yet no other changes have been made. Prints are fairly firm, and are selling well, the supply of desirable patterns in light work being unusually small for this season of the year. Colored cottons are unsettled, but the list of prices so far as revised is firm, while other quotations are chiefly nominal.

DOMESTIC WOOLEN GOODS.—The trade with agents has not been very spirited since our last report, as jobbers generally, though doing a fair trade, do not find it necessary to canvas the market as yet for second purchases. Light weight fancy cassimeres are selling well, while jobbers and agents hold unusually light stocks of all grades. Cloths sell fairly, but are not in very active request either with agents or jobbers. Quotations are stiffly maintained, however, and there is no apparent prospect of a break this season. Heavy weight woolens are in better demand, but the transactions remain light in consequence of the high prices at which the limited stock is held. Shawls and other light woollen fabrics are selling freely, and prices are well sustained.

FOREIGN GOODS.—This department of the market is without notable change in any particular. Trade is fair, and in the aggregate is considerably in excess of a corresponding period last year. Dress goods of British and Continental makes are in good demand, and desirable effects are well sold up. Prices are fully maintained, and are advancing in the European markets, but no change is likely to occur here before the close of the season. The firm tone is favorable for trade, however, as buyers have more confidence in the stability of the market and purchases are liberal, though but little in excess of the current requirements of the trade. Prices are too low to admit of much profit to importers, in consequence of the competition among them, but in view of the increased sales it is thought that the result of the season's business will be fairly profitable. The same complaints of competition and low prices are made in all departments of the foreign market, but with this exception trade is in a very satisfactory condition.

The exports of dry goods for the past week, and since January 1, 1871, and the total for the same time in several previous years are shown in the following table:

	FROM NEW YORK.			FROM BOSTON		
	Domestic. pkgs.	Dry Goods. pkgs.	Val. \$	Domestic pkgs.	Dry Goods. pkgs.	Val. \$
Total for the week....	375	\$31,251	10	26,659	118	1,831
Since January 1, 1871.	6,115	304,294	508	114,164	1,831	
" " 1870.....	3,536	536,790	771	224,746	1,060	
" " 1869.....	6,485	679,224	684	58,634	2,477	
" " 1868.....	4,007	357,729	1,346	421,212	3,964	
" " 1867.....	1,148	148,882	1,881	406,491	1,897	
" " 1866.....	143	22,186	594	259,923	193	
" " 1860.....	22,806	....	....	14,891		

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS are in fair demand with but few changes in prices. We annex quotations which are, in some instances, nominal. Amoskeag A 36 12, do B 36 11½, Atlantic A 36 12½, do D 36 10½, do H 36 12, Appleton A 36 12½, Augusta 36 11, do 30 10½, Bedford R 30 8, Boott O 34 9½, Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11 do S 33 9½, Indian Head 36 12½, do 30 10½, Indian Orchard, A 40 18, do C 36 10½, Laconia O 39 11, do B 37 11, Lawrence A 36 11, Lyman O 36 10½, do E 36 12, Medford 36 11½, Nashua fine O 38 11½, do R 36 13, do E 40 14½, Newmarket A 36 10, Pacific extra 36 12, do L 36 11, Pepperell 7-4 22½, do 8-4 25, do 9-4 27½, do 10-4 32½, do 11-4 37½, Pepperell E fine 39 12½, do R 36 11½, Pocasset F 30 8½, Saranac fine O 33 11½, do R 36 13, Stark A 36 12, Swift, River 36 8½, Tiger 27 8.

BLEACHED SHEETINGS AND SHIRTINGS are in fair request, and sales are more liberal as the revision of prices is completed. Some changes will be found in the annexed list: Amoskeag 46 16½, do 42 15, do A 36 15, American A 36 12½, Androscoggin 36 15½, Arkwright WT 36 18, Ballou & Son 36 18, Bartletts 36 14, do 38 18½, Bates XX 36 18, Blackstone AA 36 18½, Boott B 36 18½, do O 30 10, do R 26 8½, Clarks 36 17½, Dwight D 40 18, Ellerton 10-4 45, Fruit of the Loom 36, 16 Globe 27½, Gold Medal 36 18, Great Falls Q 36 15½, Hill's Samp. Iden 36 15, Hope 36 18, James 36 15, Lonsdale 36 15, Masonville 36 16, Newmarket C 36 12½, New York Mills 36 21 Pepperell 6-4 22½, do 9-4 37½, Tuscarora XX 38 18, Utica 5-4 25 do 6-4 32½, do 9-4 47½, do 10-4 52½, Waltham X 38 11, do 42 15½, do 8-4 22½, do 8-4 27½, do 9-4 32½, do 10-4 37½, Wamsutta 36 20.

PAINTING CLOTHS are in moderate demand at 6½c. for 6x6s for immediate delivery, and 6½@6½ for fabrics.

PRINTS are in good request and the stock is well reduced. Prices are steady and unchanged as follows: American 10, Albion solid 10½, Allens 10, do pinks 11, purples 10½, Arnold 8½, Atlantic 5½, Dunnell's 10½, Hamilton 10½, London mourning 9½, Mallory pink 11½, do purples 11, Manchester 10@10½, Merrimac D 11, do W pink and purple 12½ do W fancy 12, Oriental 10, Pacific 11, Richmond's 10½, Simpson Mourning 10, Sorague's pink 11, do blue and White 10½, do shirtings 9½, Wamsutta 7½.

CHECKS.—Caledonia 70 23, do 50 22½, do 12 26½, do 10 21, do 8 17, do 11 22, do 15 27½, Cumberland 18, Jos Greers, 55 15½, do 65 18 Kennebec 20, Lanark, No. 2 9½, Medford 18, Mech's No. A 29.

DENIMS.—Amoskeag 26, Bedford 14½, Beaver Cr. AA 20, Columbian heavy 24, Haymaker Bro. 12½, Manchester 20, Otis AXA 21, do BB 19.

CORSET JEANS.—Amoskeag 11½@12, Androscoggin —, Bates 9, Everett 18½, Indian Orchard Imp. 10, Laconia 11½, Newmarket 10.

COTTON BAGS.—American \$80 00, Great Falls A \$85 00, Lewiston \$80 00, Ontario A \$82 50, Stark A \$85 00.

BROWN DRILLS.—Atlantic 12½, Appleton 12½, Amoskeag 13, Augusta 12½, Pacific 12½, Pepperell 18, Stark A 12½.

STRIPES.—Albany 7½, Algodon 16½, American 11@12, Amoskeag 18@19, Hamilton 18½@19½, Haymaker 10½@11, Sheridan A 9½, do G 10, Uncasville A 12@18, Whittenton A A 22½.

TICKINGS.—Albany 8½, American 14½, Amoskeag ACA 29, do A 24, do B 20, do C 18, do D 16, Blackstone River 14½, Conestoga extra 32 21, do do 36 25, Cordis AAA 23, do ACE 26, Hamilton 20, Swift River 18½, Thorndike A 14, Whittenton A 25, York 30 21½.

GINGHAM.—Clyde 11½, Earlston, extra, 18; Glasgow, 18; Gloucester, 11½; Hadley, 14; Hampden, 15; Hartford, 12; Lancaster, 16; Lancashire, 11½; Pequa, 12½; Park Mills, 14; Quaker City, —.

MOUSSELINE DELAINES.—Pacific 18, Hamilton 18, Pacific Mills printed armures 19, do Imperial rep 22½, do aniline 20, do plain assorted colored armures 18, do do Orientals 17, do do alpacas 21, do do corded do 22½.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for superfine, 2 mos. credit, or less 2 per cent. 10 days; \$1 15 for extra super, and \$1 42½ for three-ply; Hartford Company's \$1 for medium superfine; \$1 15 for superfine; \$1 42½ for Imperial three-ply, and \$1 50 for extra three-ply; Brussels \$1 70 for 3 fr., \$1 80 for 4 fr., and \$1 90 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending March 24, 1871, and the corresponding weeks of 1869 and 1870, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MARCH 24, 1871.

	1869.			1870.	1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufacturers of wool...	1,091	\$418,56	937	\$401,606	2,246	\$951,807
do cotton...	1,365	374,521	1,447	412,513	2,562	758,888
do silk...	692	480,281	607	520,280	1,836	1,147,810
do flax...	914	238,039	938	267,680	1,546	384,634
Miscellaneous dry goods	793	147,037	881	228,262	1,987	467,607
Total.....	4,735	\$1,653,050	4,830	\$1,800,351	9,477	\$3,710,346

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

	1869.			1870.	1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufacturers of wool...	871	\$319,050	778	\$281,306	776	\$380,483
do cotton...	356	96,281	611	154,917	605	150,311
do silk...	75	85,699	182	140,089	135	132,301
do flax...	405	98,026	693	142,335	833	176,259
Miscellaneous dry goods	998	34,670	1,818	28,764	9,022	60,378
Total.....	2,705	\$623,726	3,522	\$748,000	11,871	\$819,701
Add'tn'd for consu'ptn	4,735	1,653,050	4,830	1,800,351	9,477	3,710,346
Total th'n upon m'rkt.	7,430	\$2,286,776	8,352	\$2,548,351	20,848	\$4,530,047

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

	1869.			1870.	1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufacturers of wool...	661	\$333,345	280	\$90,195	868	\$320,289
do cotton...	412	1,2,618	260	70,055	580	147,811
do silk...	48	66,645	47	49,594	218	250,212
do flax...	977	79,906	220	54,140	474	90,084
Miscellaneous dry good...			25,702	7,785	31,750	9,047
Total.....	1,771	\$520,216	8,592	\$295,764	11,917	\$915,879
Add'tn'd for consu'ptn	4,725	1,653,050	4,830	1,800,351	9,477	3,710,346
Total enter'd at the port	6,496	\$2,173,266	13,422	\$2,090,115	20,694	\$4,695,735